

# Latitude 38

VOLUME 149, NOVEMBER 1989

CIRCULATION: 48,000



PAID  
1026  
U.S. POSTAGE  
DUK RATE  
SO. SAN FRANCISCO  
CAL. 94080

# WANTED!!

A New CS 30 & CS 34 in Our Charter Program Guaranteed Income!!

**CALL NOW — LIMITED OPPORTUNITY**

D'ANNA — PROFESSIONAL BOAT LOCATORS

Our professional staff will help you find the right boat at the right price.

Over 50 new models and over 1,000 brokerage yachts. 20 feet-250 feet! Great financing available!

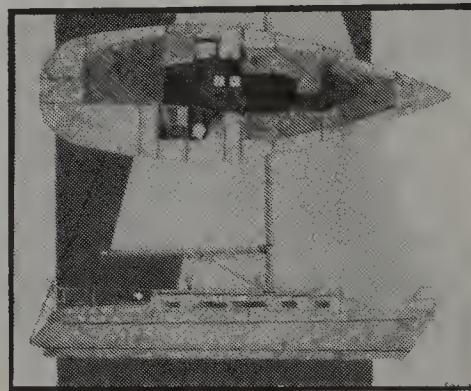
Brokers: Wayne D'Anna, John Kent, Gil Guillaume

## 1990 CS YACHTS . . . NEW 34!!

- 5 Year Warranty
- Superb Quality & Handling
- Separate Shower
- Two Private Staterooms
- Much, Much More

**INTRODUCTORY PRICE JUST \$69,900**

(Only 5 available at this price)



	NOW	SAVE
CS30 Loaded	\$ 68,500	\$ 9,300
CS36 Loaded	107,000	12,500
CS40 Loaded	134,000	21,000

Includes: Sails, spinnaker or roller furling, electronics, diesel, hot/cold pressure. Ready to enjoy.

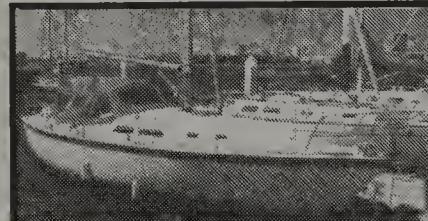
Make \$\$\$ with a new CS Yacht!! Call Now!!

DEALERS FOR:

CS - Canada  
Santana  
Camargue

Prowler by Cooper

Silverton  
Lord Nelson  
President



O'DAY 37 Cntr ckpit, aft cabin, roller furling, dsl, full electronics.  
Loaded; excnt cond. Priced for quick sale at \$45,000 Sistership



WESTSAIL 32 This one's beautiful and in excellent condition.  
She's got to be the best around. A steal at \$54,000 Sistership



LORD NELSON TUG 37 Beautiful interior. Great  
liveboard. \$118,000

### SAILBOATS

22'	CATALINA .....	3,500
23'	ERICSON, exc. cond. ....	7,500
24'	S-2 '87, LIKE NEW .... OFFERS	
26'	DAWSON, aft cabin ....	9,500
27'	CS, '82 .....	21,000
27'	NEWPORT, '81, DSL ...	9,500
28'	ERICSON+, '82 .....	31,000
28'	NEWPORT, '77 .....	19,000
29'	C&C, Autohelm .....	32,000
29'	J-29, reduced .....	TRY 27,000
32'	WESTSAIL, loaded .....	54,000
35'	SANTANA, repo .TRY 36,000	
36'	CS, loaded .....	75,000
36'	STEEL Cutter .....	35,000
37'	TAYANA, '85, loaded	85,000
38'	HANS CHRISTIAN .....	85,000
40'	CHEO LEE KETCH .....	89,000

### LIVEABOARDS

32'	CORONADO .....	TRY 22,000
35'	ERICSON, 2 frm .....	29,500
37'	O'DAY .....	45,000
40'	VALIANT 40, '80 .....	99,995
44'	HYLAS 44, loaded .....	179,000
50'	CS, '88 .....	358,000

### POWER

24'	FIBREFORM .....	11,800
25'	CARVER, 1988 .....	44,000
33'	CARVER, gen., loaded .....	29,000
34'	SILVERTON .....	75,000
37'	CALIFORNIAN .....	84,500
37'	EGG HARBOR, T/Dsl .....	40,000
38'	DEFEVER .....	59,500
40'	BLUEWATER .....	89,500
43'	CHRIS CRAFT .....	TRY 105,000
45'	CUSTOM TRAWLER .....	75,000
50'	GRAND BANKS .....	248,000
62'	WHEELER, certified .....	185,000

HUNDREDS OF OTHER  
BOATS AVAILABLE

**WE NEED LISTINGS!!**

SALES & RENTALS WORLDWIDE

# D'ANNA

YACHT CENTER, INC.

*Call Us — You'll Be Glad You Did!*

**(415) 451-7000 • 1-800-262-5959**

11 Embarcadero West #100, Oakland, CA 94607

# Top of the Line

Jim Fair has just the ticket for winning races. "Chesapeake," his Pineapple powered Merit 25, derailed the competition to become this year's season champion.

With headsails built in 1986 and a main and spinnaker on their second season, "Chesapeake" beat boats with brand new (Brand X) sails.

"Chesapeake" got on the right track and stayed there with Pineapple Sails.

For fast, long-lasting sails and great service, give us a call or stop by our loft. Let's put you on the right track: the FAST track.



**CHESAPEAKE\***

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2  
Sails in need of repair may be dropped off at: Svendsen's in Alameda  
West Marine Products in Oakland

Winter discounts are now in effect.



## PINEAPPLE SAILS

**(415) 444-4321**

**123 SECOND STREET, OAKLAND, CALIFORNIA 94607**

\*Powered by Pineapples

# YEAR END INVENTORY CLEARANCE SALE

Tremendous savings are now in effect on all remaining 1989 inventory. All boats have full factory warranties and sail-away equipment and are subject to prior sale.

**BENETEAU 41s5 • 35s5 • 32s5 • 430 • 390 • 350**

**PEARSON 39 • 37 • 33 • 31 • 27**

**PASSPORT 51 • 42 • 41 • 40**

**TIARA 36 • 31**

**MASON 44**

All of these  
exceptional yachts are now on display  
at our office Tuesday through Saturday 9:00 to 5:00.



1220 Brichyard Cove Rd.  
Pt. Richmond, CA 94801  
(415) 236-2633 (800) 233-4048  
FAX (415) 234-0118

## ★★ OPEN HOUSE • NOVEMBER 18TH ★★

Don't miss out on this information and fun filled day as Passage Yachts!

★ SEMINARS              ★ RAFFLES FOR              ★ AND MORE!  
★ BOAT RIDES              GREAT PRIZES

There is limited seating to this event so RSVP early! (Boat rides will be scheduled in advance when you RSVP).

Seminar Topics include:

- ★ Electronics for the Nineties
- ★ Navigating the Bay and Anchoring Techniques by Horizons Yacht charters

★ Developing your cruising and racing sail inventory by Sobstad



★ Economic advantages of owning a charter yacht by Horizons Yacht.



# SUBSCRIPTIONS

- Enclosed is \$45.00 for one year  
First Class Postage (Delivery Time 2 to 3 days)
- First Class Renewal
- Enclosed is \$20.00 for one year  
Third Class Postage (Delivery Time 2 to 3 weeks)
- Third Class Renewal  
*We regret that we cannot accept foreign subscriptions.  
Please allow 6 to 8 weeks for delivery of first issue.*

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## DISTRIBUTION — Northern California

- We have a distribution point in Northern California which will distribute copies of Latitude 38. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

## DISTRIBUTION — Outside Northern California

- Please send me further information.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

# Latitude 38

"we go where the wind blows"

Publisher & Executive Editor ..... Richard Spindler  
Co-Publisher ..... Kathleen McCarthy

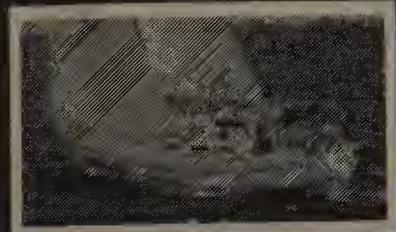
Managing Editor ..... John Riise  
Associate Editor ..... Rob Moore  
Advertising ..... John Arndt  
Advertising ..... Mitch Perkins  
Production / Office Manager ..... Terri L. Wilder  
Production / Classy Classifieds ..... Colleen Levine  
Production ..... Suzanne Tumicki  
Bookkeeping ..... Kay Rudiger

P. O. Box 1678, Sausalito, CA 94966  
(415) 383-8200 FAX: (415) 383-5816

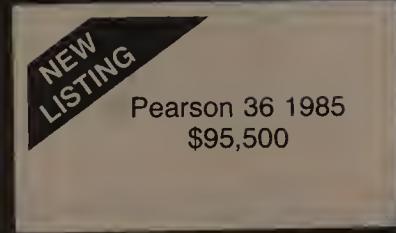
# FREE BERTHING

Call for details, we want listings!

62' Motorsailer	250,000
51' Beneteau	250,000
47' Passport	220,000
45' Lancer MTR sailer	125,000
44' Hylas	183,500
44' Mason Cutter	224,000
* 44' Norseman ctr cckpt	215,000
* 44' Peterson, cntr cckpt	125,000
42' Pearson 424 ketch	99,000
* 42' Farr, "Monique"	45,500
42' Passport Cutter	180,000
41' C & C, race equipped	130,000
* 41' Whitby Caribe	45,000
41' Newport	78,000
40' Beneteau 405	119,000
40' Olson	129,000
40' Farr	130,000
40' Passport	135,000
* 40' Columbia	39,500
40' Lingard	79,500
41' Hinckley	125,000
41' Nelson-Marek	99,000
* 40' Beneteau 10R	115,000
37' Swan 371 Loaded	149,000
38' Ericson	98,900
38' C&C Landfall	76,500
38' Farallone Clipper	35,000
* 38' Peterson	75,000
38' Hinckley	88,000
38' Morgan	61,000
37' Express	99,000
37' Endeavour	64,500
37' Ranger	42,000
36' Custom, Kauri	89,000
36' Cheoy Lee, Luders	49,000
36' Pearson 1985	97,500
35' Santana	54,950
35' Niagra	77,900
35' Beneteau	58,000
* 34' Wylie	(3) 39,900
* 34' Peterson	34,000
34' Pearson	68,000
* 33' Pearson	71,900
* 33' Aphrodite	27,950
33' Dehler	65,000
* 33' Ranger, Harken	34,500
33' Newport	40,000
* 33' Morgan, Dsl, Wheel	35,000
* 32' Beneteau	45,000
* 30' Catalina	(2) 28,500
* 30' Pearson	(2) 20,800
* 30' Island Bahama	OFFERS
* 30' Hunter	32,500
* 30' Newport	28,000
* 30' Cal 3-30	24,950
* 30' Tartan	18,000
* 30' Olson	21,000
* 29' Ericson	23,500
* 28' Pearson	31,500
* 28' Islander 28, Diesel	29,750
* 27' Cal 2-27	(3) 21,000
* 26' Pearson	16,200
* 26' C & C	22,000



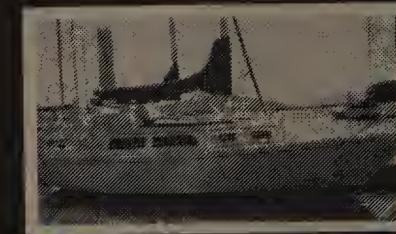
Pearson 33. 1986 Furling Jib, Loran, Auto-Pilot, Dodger \$71,900.



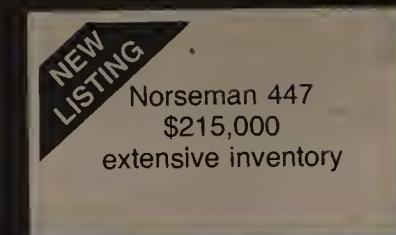
NEW LISTING  
Pearson 36 1985  
\$95,500



Pearson 424. Stiff cruising ketch. Partial list includes radar, furling jib, electric windlass. Splic and span. Now only \$99,000.



Islander Bahama 30. Very clean. Diesel, wheel. Year's free berthing. Offers.



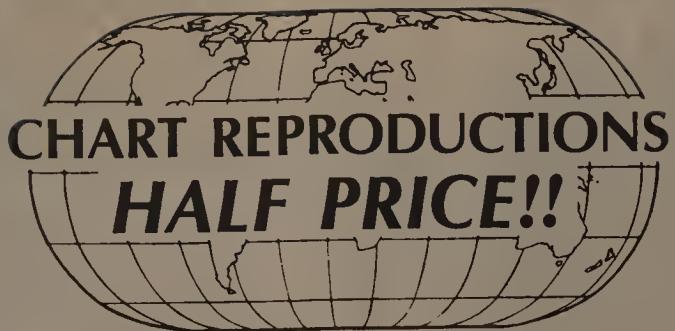
NEW LISTING  
Norseman 447  
\$215,000  
extensive inventory

**PassageYachts**  
INC.

1220 Brickyard Cove Rd.  
Pt. Richmond, CA 94801  
(415) 236-2633  
(800) 233-4048  
FAX: (415) 234-0118



Catalina 30. Well maintained and very clean. Equipped with dodger, diesel, wheel steering, and furling jib. You will like this one. \$32,000 sistership.



## CHART REPRODUCTIONS HALF PRICE!!

**Full Size • Latest Editions  
Available Now**

Portfolio's for:

Baja & Sea of Cortez

Mexico Mainland to Acapulco

South Pacific to New Zealand

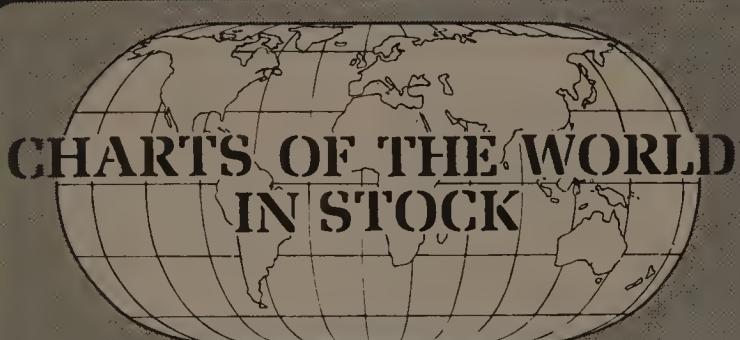
West Coast of U.S. — Harbor Charts

CHARTS • NAUTICAL INSTRUMENTS • MARINE PUBLICATIONS



**TRADEWIND  
INSTRUMENTS Ltd.**

2540 Blanding Ave., Alameda, CA 94501 • (415) 523-5726



**CHARTS OF THE WORLD  
IN STOCK**

**Charts are our business . . .**

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

Please call us for your requirements.  
We are at your service.

**TRADEWIND INSTRUMENTS LTD.**

MARINE NAVIGATIONAL INSTRUMENTS

2540 BLANDING AVENUE ALAMEDA, CA 94501

(415) 523-5726

## Quality Sailing Products at a Discount

Bay Riggers has one of the best selections of sailboat hardware in the country. Just a few of our lines include:

**HARKEN - Ball bearing blocks, travelers**

**YALE - Racing ropes & dacrons**

**HALL SPARS - Quik Vangs**

**SCHAEFER - Blocks & furling systems**

**MUSTO - Racing apparel**

**MACWHYTE - "Sailbryte" stainless wire**

**NAVTEC - Rod & hydraulics**

**NORSEMAN - Mechanical terminals**

**BARIENT - Winches & shackles**

**LEWMAR - Winches & blocks**

Mon-Fri

9-5

Sat 10-4

*Bay Riggers*

**SPARS**

**Masts, Booms  
Spinnaker Poles**

Regardless of the make of your boat, give us a call for a new mast, boom or spinnaker pole. Our spar services include:

**MAST SURVEYS, INSPECTIONS**

**CUSTOM SPARS**

**MAST REFURBISHING & REPAIRS**

**KIT MASTS, CLASS SPARS, PARTS**

**MAST PAINTING & ANODIZING**

**SOLID VANGS**

**INSURANCE REPAIRS**

**(415) 332 5757**

**2346 Marinship Way, Sausalito, CA**

# # 1 SAILBOAT BROKER 1986

## NoCal 1987

## 1988



**48' MARINER** — '81. CENTER COCKPIT  
LIVEABOARD/CRUISE, NICE. TRY \$110,000



**PASSPORT 47** — 1985 GEARED TO CRUISE.  
ASKING \$220,000



**41' FREEPORT** — BEST FREEPORT I'VE SEEN  
IN 5 YRS. BEAUT. LIVEABOARD. TRY \$85,000.



**38' HANS CHRISTIAN** — WELL MAINTAINED  
BEAUTIFUL YACHT. ASKING \$99,000.



**38' CATALINA** — 3 VERY NICE WELL EQUIPT  
FROM \$49,000.



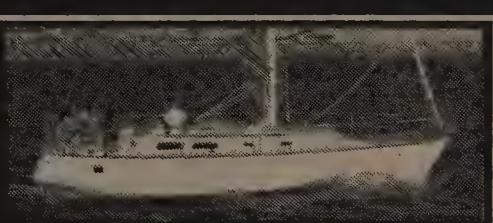
**37' HUNTER** — '84; AS NEW, ONE OWNER.  
TRY \$50,000!!



**37' TAYANA** — EXCELLENT CONDITION &  
GEAR. TRY \$68,000.



**35' ERICSON** — EXCEPTIONALLY CLEAN, WELL  
EQUIPPED, SERIOUSLY FOR SALE. ASKING  
\$39,000.



**33' CAL** — PERFORMANCE CRUISER. VERY  
MOTIVATED SELLER. TRY \$25,000.



**KINGS LEGEND 41** — AFT COCKPIT AND  
AFT CABIN! ASKING \$99,500.



**30' ISLANDER** —  
FIVE FROM \$19,000:



**28' ISLANDER** —  
FOUR FROM \$18,000.

Size	Yacht	Price	41' SEA WOLF	'73	69,500	37' O'DAY	'80	53,000	34' NORTH COAST	'81	46,000	30' ALBIN	'79	29,500	
49'	TRANS PAC	'82	175,000	40' CHEOY LEE	'67	59,500	37' RANGER	'73	42,500	34' PEARSON	'85	75,500	30' CAL	'74	24,750
48'	HANS CHRISTIAN	'86	318,000	40' IRWIN	'79	74,000	37' TAYANA	'82	72,000	34' PEARSON 10M	'74	39,000	30' CAL 9.2	'83	39,500
48'	MARINER	'80	115,000	40' PEARSON	'80	84,500	36' CATALINA	'83	50,000	34' PETERSON	'82	44,	30' CAPE ORY	'88	87,500
47'	PASSPORT	'85	220,000	39' LANOFALL	'79	75,000	36' FORMOSA	'80	45,000	34' NYLIE	'81	29,000	30' CATALINA	'76	25,000
47'	PERRY	'79	130,000	39' CARTER	'73	57,000	36' HANS CHRISTIAN	'78	25,000	32' MANTA	'78	27,950	30' ETAP	'83	60,000
47'	SPARKMAN & STEPHENS	'59	67,500	39' COLUMBIA	'66	55,000	36' HUNTER	'70	49,000	33' CAL	'73	33,000	30' NEWPORT	'76	29,000
46'	ROSBOROUGH	'80	85,000	39' ERICSON	'71	49,500	36' ISLANDER	'78	59,500	33' HUNTER	'82	38,500	30' PACIFIC	'71	11,500
45'	LANCER PWR SLR	'83	140,000	39' FAIR WEATHER MRNE	'87	135,000	36' PEARSON SLOOP	'73	52,000	32' MORGAN	'74	44,950	30' PEARSON	'78	26,000
45'	LAPWORTH	'56	39,000	39' FREYA	'78	79,500	36' YANAHIA	'81	78,000	32' ALOHA	'83	59,000	30' PEARSON	'73	19,500
44'	PETERSON	'75	110,000	39' LIOGARD YACHTS	'82	67,500	35' BRISTOL	'82	59,000	32' COLUMBIA	'77	32,900	30' PEARSON	'79	29,500
43'	CHEOY LEE	'83	156,000	39' PEARSON 390	'72	62,000	35' CORONADO	'72	34,000	32' ERICSON	'74	29,900	30' PEARSON	'77	26,000
42'	BREWER	'87	149,500	38' OWNNEASTER	'76	67,000	35' FANTASIA	'76	48,000	32' FLUJI	'78	42,000	30' SAN JUAN	'77	16,500
41'	BOUNTY	'60	52,000	38' HANS CHRISTIAN	'77	99,500	35' CAL	'73	45,000	32' ISLANDER	'77	39,500	29' CAL	'70	16,500
41'	FREEPORT	'77	92,500	38' INGRI	'77	75,000	35' VANTON-STEEL	'85	90,000	32' JEANNEAU	'84	48,000	29' CAL	'69	16,500
41'	KING'S LEGEND	'81	99,500	38' PEARSON 385	'74	119,000	35' CAL	'71	51,500	32' MORGAN	'76	24,150	29' COLUMBIA	'78	29,500
41'	NAUTOR SWAN	'74	135,000	37' CLASSIC Wm. KINGS	'36	60,000	34' CAL	'68	32,000	32' WESTSAIL	'73	48,000	28 MORE BOATS UNDER \$29,500 AVAILABLE!!		
41'	NEWPORT	'71	59,000	37' HUNTER	'84	69,000	34' FARR 1020	'83	57,500	31' CHEOY LEE	'74	26,000			

# Sunset Yachts

3310 POWELL STREET • EMERYVILLE • (415) 654-9185 Fax (415) 654-5443

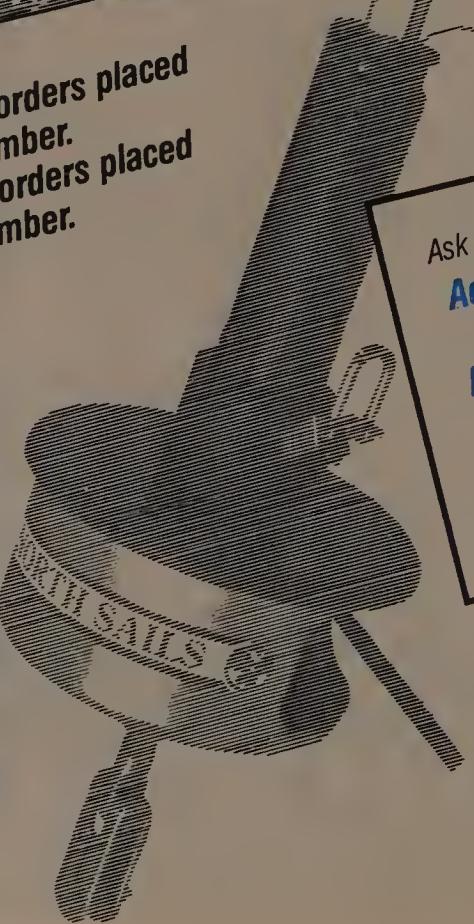
# 'Rolling out' our Fall Discounts



2415 Mariner Square  
Alameda, CA 94501  
415/522-5373

Discounts apply to  
cruising or racing sails  
and North/Harken Furling Units.

15% Discount on orders placed  
during November.  
10% Discount on orders placed  
during December.



Ask about:  
**Aeroluff™**  
Cruising Genoas  
**FullBatten™**  
Cruising Mainsails  
**Lazy-Mate™**  
Mainsail Furling System

# CONTENTS

subscriptions	5
calendar	17
letters	23
loose lips	71
sightings	78
wake of the quake	92
midwinters	98
bom: olson 25	102
whitbread race	106
hugo: part II	110
season champions	116
max ebb	122
world of chartering	126
the racing sheet	132
changes in latitudes	142
classy classifieds	156
brokerage	165
advertiser's index	165

COVER PHOTO: Latitude/Richard  
Perched on the Pulpit  
Graphic Design: Terri L. Wilder  
Copyright 1989 Latitude 38 Publishing Co., Inc.

## Factory Authorized Dealers For:



**scatra cva unit**  
scatra constant velocity alignment unit



*We Have New And Used  
Engines In Stock*

from 9.5 hp and up

We also have one of the most extensive and comprehensive parts inventories in Northern California for Volvo Penta and Yanmar.

### WE GUARANTEE:

TO GET YOUR VOLVO PARTS WITHIN  
48 HOURS PROVIDING THEY ARE AVAILABLE  
IN THE CONTINENTAL U.S. CALL US FOR DETAILS.

**QUALITY IS REMEMBERED  
LONG AFTER PRICE IS FORGOTTEN.**

**PENINSULA  
MARINE SERVICES**

**(415) 366-2636 1-800-334-3144**

FAX 415-366-1938

639 Bair Island Rd., Ste 8, Redwood City, CA 94063

ON THE ROAD TO PETE'S HARBOR

# HEADIN' SOUTH?

DOWNDOWN Marine is  
THE CRUISER'S CHANDLERY

We're Downwind Of You!

We're Eagerly Waiting To Serve You With  
These and Other Services.

- New Fax Service (619) 224-7683
  - Mail Forwarding
  - Redwing Generators
  - Ham Radio Message Service
  - Marine Single Side Band Service
  - Solar Panels
  - Sprouting Gardens
  - Good Advice and More
- Chris, Gabrielle, Ces, A.J.

Get a Free Copy of Downwind Cruising –  
"The Most Complete Guide"

## FREE SPANISH CREW LIST

(If registered in our guest log with picture of boat etc...  
Limit 1 per boat.)

## DOWNDOWN SEMINARS

Emergency  
Medical Seminar  
11/7  
Dr. Jim Koss, M.D.  
Beth Bayley, N.P. GYN

Cruising Sail  
Selection & Repair  
11/8  
with Bill Henderson  
at Ullman Sails.

Michael Greenwald,  
Author  
"Survivor",  
"The Cruising Chef"  
11/14, 7 p.m.

Radio Communications  
11/21  
with Jack Clarke  
VEØ MDM

Gerry Cunningham  
11/22  
on Cruising the  
Western Gulf  
Author of books  
and guides on the  
Sea of Cortez

Engine Maintenance  
& Repair Workshop  
11/28  
with C.F. Koehler

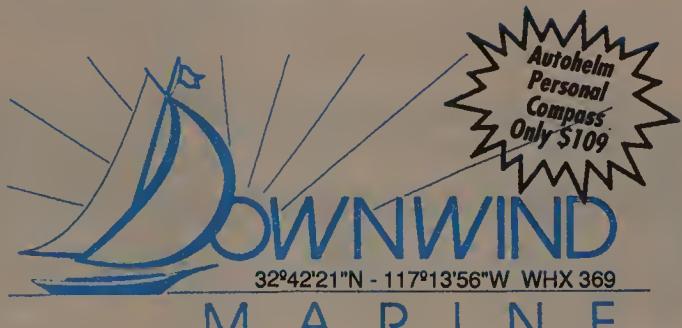
Seminars at  
Pt. Loma Assembly  
3035 Talbot, San Diego  
(just above Rosecrans)

Additional Seminars, Dates  
& Places to be Announced.

## NEW!

### DOWNDOWN CRUISING CHARTS OF MEXICO

40 3/4 size reproductions of Mexican and U.S.  
government charts covering all of Pacific side of Mexico.  
ONLY \$149.50



2819 Canon St., San Diego, CA (619) 224-2733  
FAX 619-224-7683 Open M-F 8:30-5:00 • Sat 9:00-5:00

sally lindsay's

## SPINNAKER SHOP

palo alto Calif

## PRECISION SAILS full service loft



New Mains and Jibs built with  
Uncompromised Quality



Trophy winning Spinnakers



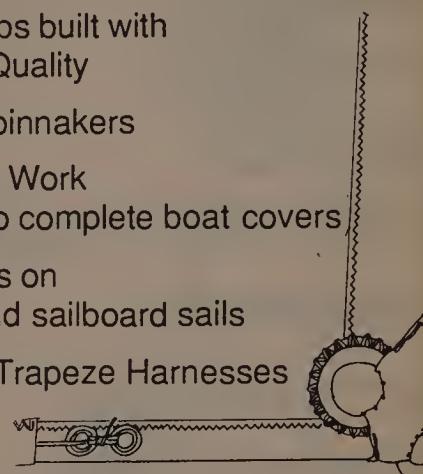
Complete Canvas Work  
from sail covers to complete boat covers



Repairs and recuts on  
cruising, racing and sailboard sails



World Acclaimed Trapeze Harnesses



921 E. Charleston Road • Palo Alto  
CA 94303 • (415) 858-1544



Oyster Cove  
Marina

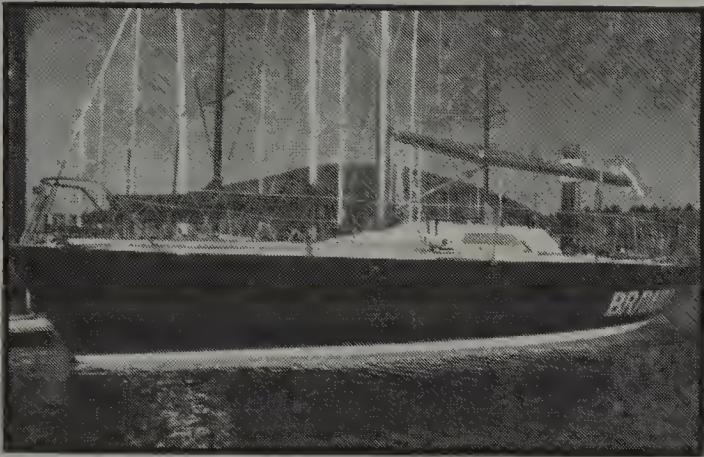
Berthing at Oyster Cove Marina  
makes boating easier, more  
convenient and more enjoyable

- Berths 30-ft to 60-ft
- Water, Electricity  
and Telephone
- Heated Dressing  
Rooms and Showers
- 7 Day HarborMaster  
Office
- Double Finger  
Concrete Slips
- 24 Hour Security  
Patrol
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

LIVEABOARD BERTHS AVAILABLE  
(Limited Number)

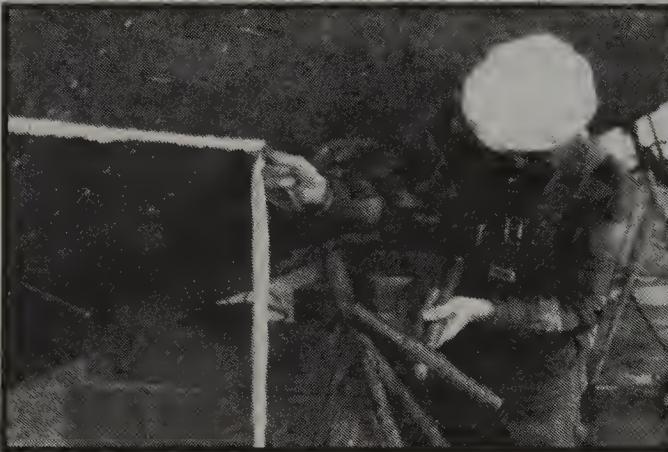
385 OYSTER POINT BOULEVARD  
SOUTH SAN FRANCISCO  
**(415) 952-5540**

# SANFORD-WOOD BOAT YARD



*The carpentry shop is the best for traditional planking and caulking, as well as fine yacht interior joiner work, decks and rails. We have a very large inventory of seasoned teak, oak and mahogany. These guys have built many cold-molded yachts, interiors and fish boats.*

*Our craftsmen are highly skilled in the use and application of modern paint systems, welding and machining of marine alloys, plumbing and pipe fitting, engine rebuilding or complete systems installation.*



*We operate the most efficient sand blasting facility in the Bay Area, free rained out lay days and do-it-yourselfers welcome.*



*We will furnish written, competitive bids for all of your repairs and refit needs. Please come by and inspect our full service yard and equipment. Our staff will be happy to discuss your ideas for cruising, racing or building. Call for quotations on complete and guaranteed osmotic blister repairs and LPU paint jobs.*

PHOTOS BY JOHN GOLD

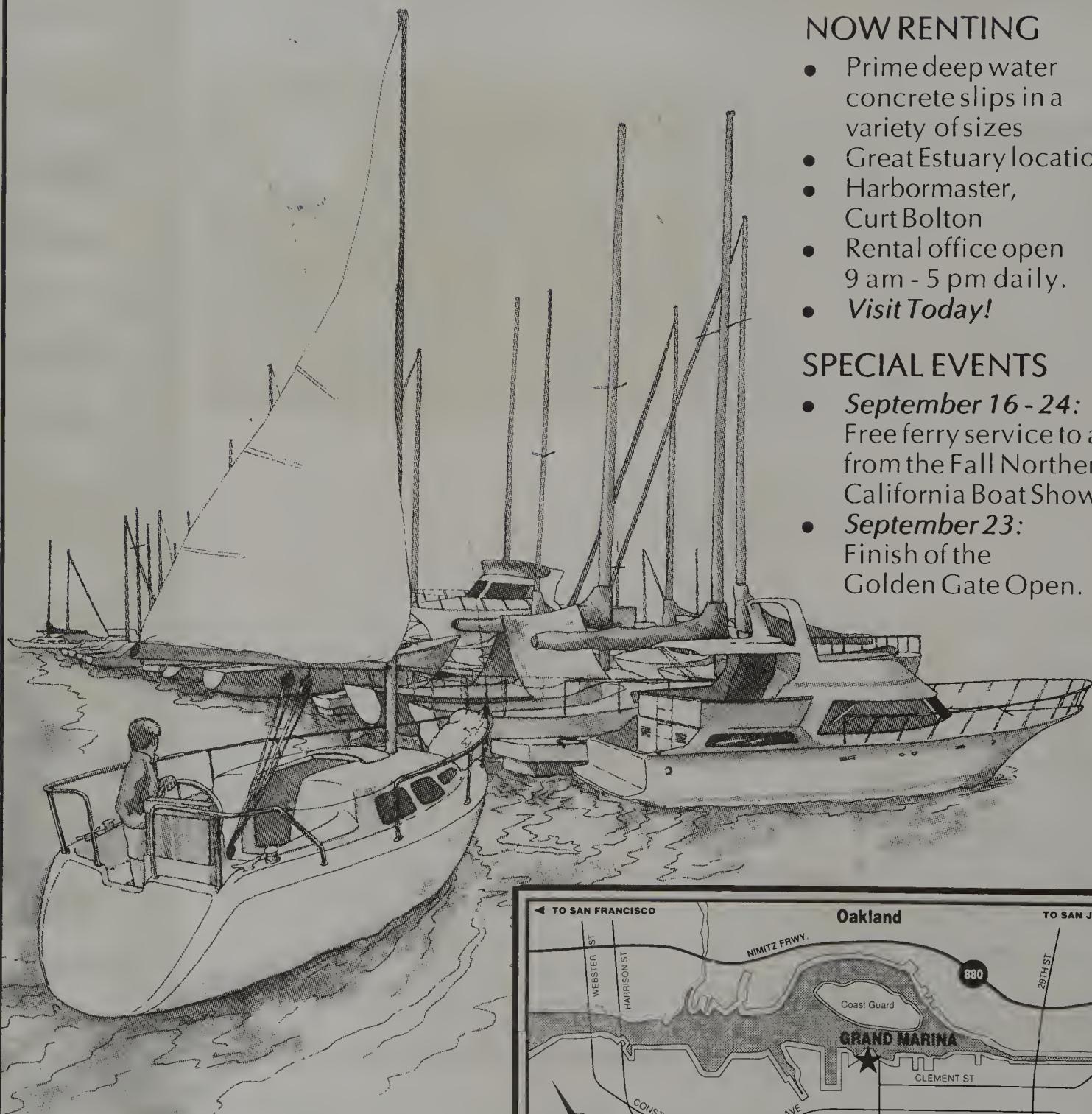
## SANFORD-WOOD BOAT YARD

530 West Cutting Blvd "RT 580" Pt. Richmond, CA 94804

(415) 236-6633

# GRAND MARINA

## GENTRY • ANDERSON



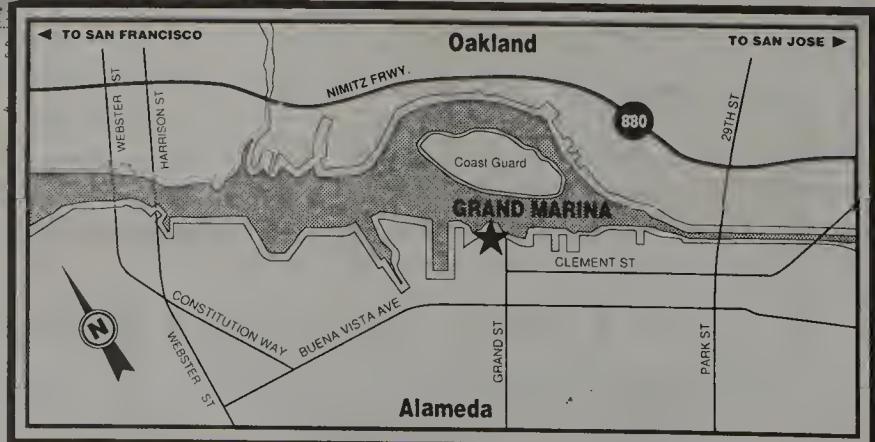
**Directions:** Off 880 come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand Street. 1/2 mile to Grand Marina.

### NOW RENTING

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location
- Harbormaster, Curt Bolton
- Rental office open 9 am - 5 pm daily.
- *Visit Today!*

### SPECIAL EVENTS

- *September 16 - 24:* Free ferry service to and from the Fall Northern California Boat Show.
- *September 23:* Finish of the Golden Gate Open.



2099 Grand Street, Alameda, California 94501 • (415) 865-1200

A  
B  
C



# YACHT SALES

(415) 332-SAIL • (415) 332-7245 FAX 415-332-2416



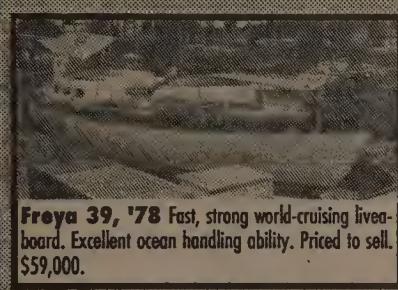
**Hans Christian 48, '86** Mercedes dsl, N/L gen set, watermaker, w/fax, spinnaker gear. Unparalleled for speed & comfort. \$295,000.



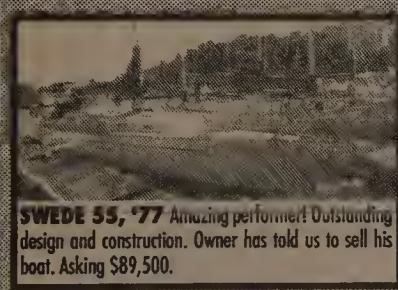
**DOWNEAST 38, '76** Truly Bristol condition. Dodger, roller furling, upgraded engine, sun awning, Espar diesel heater, 9 coat epoxy bottom. **\$75,000.**



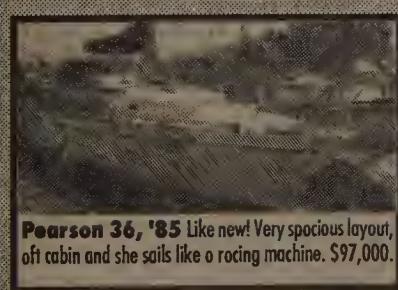
**Chris 48** 1966. Steel hull, flush deck motor yacht. New interior, new exterior, new galvanic monitoring system, class blue & white beauty. \$79,000.



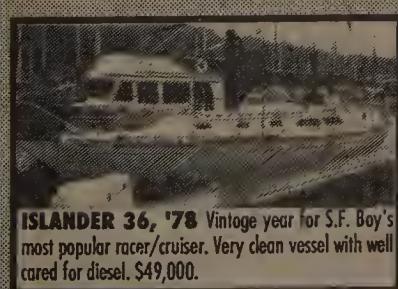
**Freya 39, '78** Fast, strong world-cruising liveaboard. Excellent ocean handling ability. Priced to sell. \$59,000.



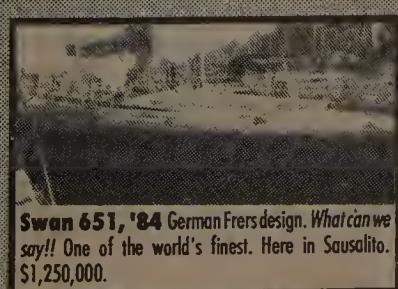
**SWEDE 55, '77** Amazing performer! Outstanding design and construction. Owner has told us to sell his boat. Asking \$89,500.



**Pearson 36, '85** Like new! Very spacious layout, aft cabin and she sails like a racing machine. \$97,000.

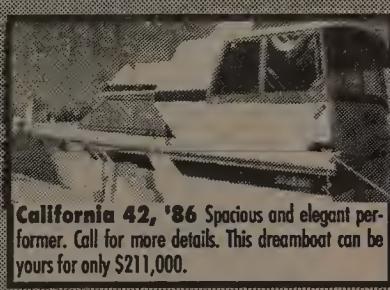


**ISLANDER 36, '78** Vintage year for S.F. Bay's most popular racer/cruiser. Very clean vessel with well cared for diesel. \$49,000.

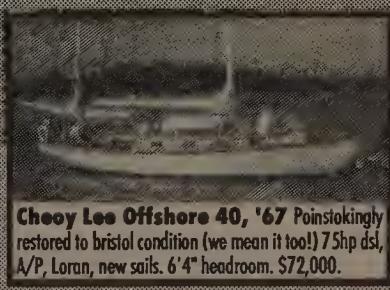


**Swan 651, '84** German Frers design. What can we say!! One of the world's finest. Here in Sausalito. \$1,250,000.

POWER				
23' VASHON, 1981	.....	\$18,500	36' HUNTER, 1981	.....
25' CUSTOM DAN, 1972	.....	24,900	36' ISLANDER, 1979	.....
26' BAYLINER, 1987	.....	29,000	36' J, 1981	.....
28' BAYLINER, 1984	.....	35,500	36' UNION, 1980	.....
30' McCRARY, 1927	.....	22,000	36' J, 1981	.....
32' TROJAN, 1974	.....	52,500	36' MAGNUSSSEN, 1984	.....
<b>SAIL</b>				
23' ERICSON, 1970	.....	6,500	36' PEARSON 36.5, 1985	.....
24' S-2, 1978	.....	15,000	36' PDRE, 1985	.....
24' J/24, 1981	.....	11,000	36' CAL, 1967	.....
25' NORTHSTAR, 1974	.....	8,800	36' S-2 USA, 1979	.....
25' O'DAY	.....	6,000	36' ISLANDER, 1978	.....
25' PETERSON, 1974	.....	14,000	36' ISLANDER, 1936	.....
26' COLUMBIA, 1969	.....	7,900	37' FARALLON, 1961	.....
26' JEFFRIES, 1936	.....	10,200	38' FARALLON, 1979	.....
26' RANGER, 1969	.....	9,500	38' HANS CHRISTIAN, 1977	.....
26' DAWSON, 1976	.....	14,000	38' HANS CHRISTIAN, 1979	.....
27' ERICSON, 1974	.....	16,000	38' CATALINA, 1983	.....
27' HUNTER, 1980	.....	17,000	38' DOWNEAST, 1976	.....
28' NEWPORT YC, 1977	.....	21,900	38' HANS CHRISTIAN, 1979	.....
28' PEARSON, 1986	.....	48,900	38' FARALLON, 1961	.....
28' ISLANDER, 1976	.....	25,000	39' ERICSON, 1971	.....
28' COLUMBIA, 1969	.....	15,000	39' LANDFALL, 1979	.....
29' CAL, 1972	.....	29,500	39' FREYA, 1978	.....
29' ERICSON, 1978	.....	18,000	39' CAL, 1978	.....
29' J, 1983	.....	26,400	40' PEARSON, 1978	.....
29' COLUMBIA, 1977	.....	28,900	40' CHALLENGER, 1974	.....
30' CATALINA, 1977	.....	25,000	40' CHEOY LEE, 1968	.....
30' ISLANDER	.....	23,500	40' FREEDOM, 1981	.....
30' J, 1982	.....	43,000	40' LIDGARD, 1982	.....
30' PALMER-JOHNSON, 1972	.....	28,000	41' ISL. FREEPORT, 1976	.....
30' PEARSON, 1983	.....	45,000	41' NEWPORT, 1973	.....
30' PEARSON, 1984	.....	61,900	41' FORMOSA, 1972	.....
30' SOVERIGN, 1984	.....	33,000	41' PEARSON, 1966	.....
30' ISLANDER, 1923	.....	19,000	41' ISL. FREEPORT, 1978	.....
30' ERICSON, 1986	.....	45,000	41' MAYAMARINE, 1988	.....
30' CLIPPER, 1976	.....	15,000	42' CHEOY LEE, 1971	.....
30' MORGAN, 1970	.....	22,500	42' WESTSAIL, 1975	.....
30' HUNT/LUHRS, 1986	.....	42,900	42' HUNTINGFOR, 1985	.....
31' CHEOY LEE, 1969	.....	29,000	42' HORIZON, 1987	.....
31' DUFOUR, 1982	.....	42,000	42' BREWER, 1987	.....
31' HUNTER, 1986	.....	42,900	42' PEARSON, 1981	.....
32' PEARSON, 1965	.....	32,500	42' US NAVEL S, 1946	.....
32' ELITE, 1985	.....	55,000	42' HOLLAND, 1959	.....
32' TRAVELER, 1978	.....	49,500	43' CHEOY LEE, 1983	.....
32' ERICSON, 1985	.....	49,500	44' PETERSON, 1977	.....
32' GULF, 1982	.....	64,000	44' HARDIN, 1979	.....
32' COLUMBIA 9.6, 1977	.....	29,000	45' HARDIN, 1982	.....
33' HUNTER, 1979	.....	39,000	45' EXPLORER, 1979	.....
33' SWIFT, 1978	.....	39,000	47' PERRY, 1979	.....
34' HUNTER, 1983	.....	49,500	47' PASSPORT, 1986	.....
35' SANTANA, 1980	.....	47,000	48' SWAN, 1972	.....
35' WARRIOR, 1974	.....	55,000	48' CSTM STL KETCH, 1981	....275,000
35' S-2 YTS.MI, 1987	.....	108,000	48' HUGHES, 1972	.....
35' CORONADO, 1972	.....	34,000	48' HANS CHRISTIAN, 1986	.....295,000
36' CHEOY LEE, 1976	.....	49,950	51' MORGAN, 1976	.....
36' CS, 1981	.....	74,500	55' FIBERSTEEL, 1975	.....
36' FORMOSA, 1980	.....	45,000	55' SWEDE, 1977	.....
36' FREEPORT, 1981	.....	89,500	55' SWAN, 1984	.....1,250,000
			72' McVEIGH, 1979	.....185,000



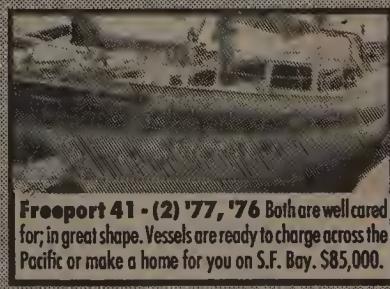
**California 42, '86** Spacious and elegant performer. Call for more details. This dreamboat can be yours for only \$211,000.



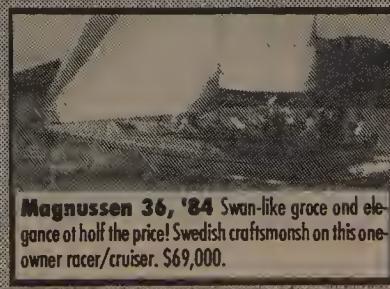
**Cheoy Lee Offshore 40, '67** Painsstakingly restored to Bristol condition (we mean it too!) 75hp dsl, A/P, Loran, new sails. 6' 4" headroom. \$72,000.



**S-2 35, '87** Center cockpit, oft cabin — like new condition. Beautiful finish work. Replacement 150k or more. \$99,999.



**Freeport 41 - (2) '77, '76** Both are well cared for; in great shape. Vessels are ready to charge across the Pacific or make a home for you on S.F. Bay. \$85,000.



**Magnussen 36, '84** Swan-like grace and elegance at half the price! Swedish craftsmanship on this one-owner racer/cruiser. \$69,000.

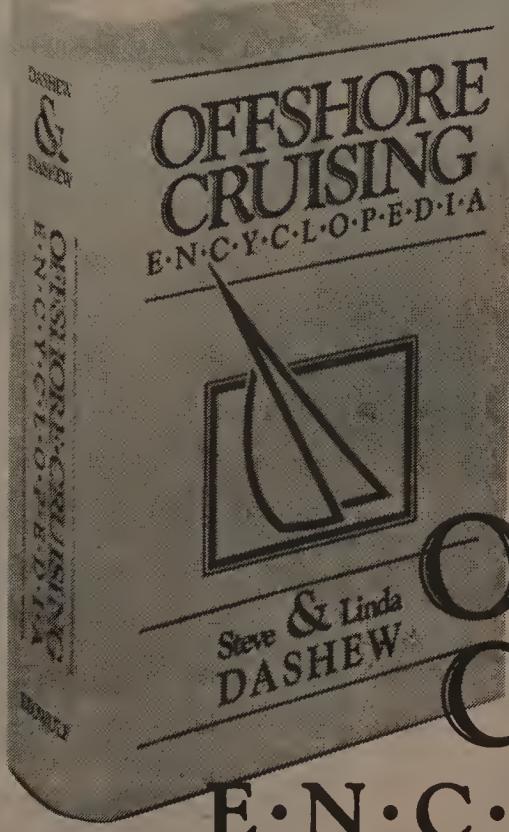
**(415) 332-7245**

**SAUSALITO**

**1 GATE 5 RD.**

**CA, 94965**

# "The finest, most authoritative



Whether you're a weekend sailor or planning a circumnavigation the Dashews' new book will save you mistakes, frustration and money... it may even save your dream.

"A major achievement, it relates design, and systems engineering to the real world of cruising." Doug Logan, Associate Editor, *Sailing World*

"Encyclopedia is the right word...a standard guide for sailors preparing to go cruising."

John Rousmaniere, Author, *The Annapolis Book of Seamanship*

# OFFSHORE CRUISING E·N·C·Y·C·L·O·P·E·D·I·A

Packed with data on virtually every topic related to voyaging, the *Offshore Cruising Encyclopedia* is a must for anyone planning, outfitting or just dreaming about cruising. 832 pages of essential know-how...over 900 topics...790 illustrations.

This huge reference book will dramatically increase your knowledge of yacht systems, safety, and design enabling you to analyze the proper yacht for your budget and plans. By tying in the essential elements of seamanship and the cruising lifestyle it will help your cruising dreams succeed.

The Dashews discuss the use and integration of *all* the elements of a successful cruising yacht, each aspect in depth, yet in easy to understand terms.

Interested in a new fridge? The Dashews will teach you how this relates to your plumbing system, battery capacity, and engine running time with some pointers on which of the many possibilities is best in *your own situation*. Do you run your diesel on a daily basis for battery charging? You'll learn about new oil treatment systems which reduce the wear and tear on an overloaded diesel. Thinking about improving your performance under sail? The Dashews will take you through the logic of mast engineering, chainplate widths, sail inventory, and design in such a way that you will be able to discuss a solution that is proper for your own needs with local riggers and sailmakers. Confused about draft, performance, and cruising grounds? The

underwater appendages chapter will bring you up to date on the tradeoffs between fin depth and performance. Their answers to thin water cruising will surprise you. In the chapters on cruising with children you'll find answers to everything from schooling at sea to finding baby-sitters in foreign ports. Medical issues ranging from malaria to dehydration, dealing with foreign officials, money making opportunities, even avoiding boredom while cruising are amongst some of the topics covered.

In short, *Offshore Cruising Encyclopedia* brings together, in one source the information that you need to make the right decisions (and avoid the wrong ones!) for your own style of voyaging. And best of all, the Dashews tie all these topics to the real world, both on and offshore, with an eye towards all levels of budget and experience.

More than 790 graphic illustrations will greatly enhance your thorough understanding of each topic, pointing you in the right direction for your own cruising plans while helping you avoid common cruising pitfalls.

We are so convinced that you will find the *Offshore Cruising Encyclopedia* to be the most thorough, informative, and easy to understand reference source ever published, that we offer a 30 day money back guarantee!

Order now and take advantage of our special introductory offer of only \$64.50 including shipping and handling - A savings of \$15.00 off the regular \$79.50 price.

## ABOUT THE AUTHORS

Steve and Linda Dashew, life-long sailors who have sailed more than 175,000 miles and circumnavigated the globe with their two small daughters, have owned 2 boat yards and 12 boats. They bring to this book a unique

perspective, integrating their experience as sailors, designers, outfitters and builders. Together they've written more than 130 articles.

*Offshore Cruising Encyclopedia* is their fourth book.

# and complete guide to ocean voyaging."

Jack Somer, Senior Editor, Yachting

## OVER 900 TOPICS 151 MAJOR CATEGORIES

### HEADING TO SEA

(189 topics)  
Ground Tackle  
Self Steering  
Cruising Sails  
Full Battens  
Spinnakers  
Staysails  
Storm Canvas  
Minimum Sail Inventory  
The Ditty Bag  
Bending the Cruising Rig  
Hydraulic Rig Controls  
Offshore Preparation  
Dinghies  
Outboard  
Electronics  
Safety Gear  
Computing Performance

### WATERBORN LIFESTYLES

(140 topics)  
The Cruising Life  
Getting Along Locally  
Off the Beaten Path  
Cruising with Kids  
The Cost of Cruising  
Earn as you go Cruising  
Local Transport  
Galley Equipment  
Provisioning  
Foreign Marketing  
Officialdom  
The Bad News  
Cruising Security  
Medical Preparation  
Trolling Talent  
Cruising Diversions  
Cruising Plagues  
Tropical Dress

### CRUISING SKILLS

(76 topics)  
Seamanship  
Shakedown Cruise  
Offshore Visibility  
Avoiding Collisions  
Crew Size  
How Big Can you Go?  
Breaking in Crew  
Short Handed Watch  
Keeping  
Piloting in Coral  
Navigation  
Speed

### THE PROPER YACHT

(93 topics)  
Efficient Cruising  
Offshore Perspective  
Heavy Weather  
Beating  
Reducing Capsize Risks  
The Boat  
Design Characteristics  
Motion  
Keels  
Multihulls  
Docking  
Scantlings  
Hull Materials  
Fiberglass  
Aluminum  
Timber  
Ferrocement  
Teak Decks  
Paint  
Positive Buoyancy  
Watertight Bulkheads

### RIGS AND RIGGING

(84 topics)  
Reefing  
Aspect Ratio  
Standing Rigging  
Spars  
Winches  
Deck Hardware  
Halyards  
Leading Controls Aft  
Sheets  
Spinnaker Poles

Refrigeration  
The Electrical System  
The DC Electrical System  
Alternate Energy Sources  
Battery Chargers  
12 or 24 Volts?

Lightning  
AC Power  
Air Conditioning  
Heating  
Integration

### CRUISING SYSTEMS

(230 topics)  
Systems Engineering  
Cruising Maintenance

### ON DECK

(60 topics)  
Steering Systems  
Deck Layout  
Lifelines

### THE INTERIOR

(58 topics)  
Interior Design  
Storage

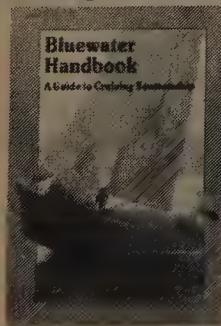
### 12 Offshore Examples



## Special Introductory Offer

### Bluewater Handbook

"Here is basic seamanship built on common sense, honed by the Dashews' years afloat. A necessity for the fully found seagoing library." Patience Wales, Editor, *Sail*



"An indispensable guide to those contemplating an offshore cruise." George Day, Editor, *Cruising World*

**Bluewater Handbook** will teach you the same *defensive seamanship* that has taken the Dashews safely around the world. 368 pages, 185 illustrations. \$28.90  
(Includes postage and handling.)

Order **Offshore Cruising Encyclopedia** now at a special introductory price of only \$64.50. A savings of 20%!

Order **Bluewater Handbook** at the same time for just \$19.50. A total savings of over \$25.00!

**1-800-933-2331**

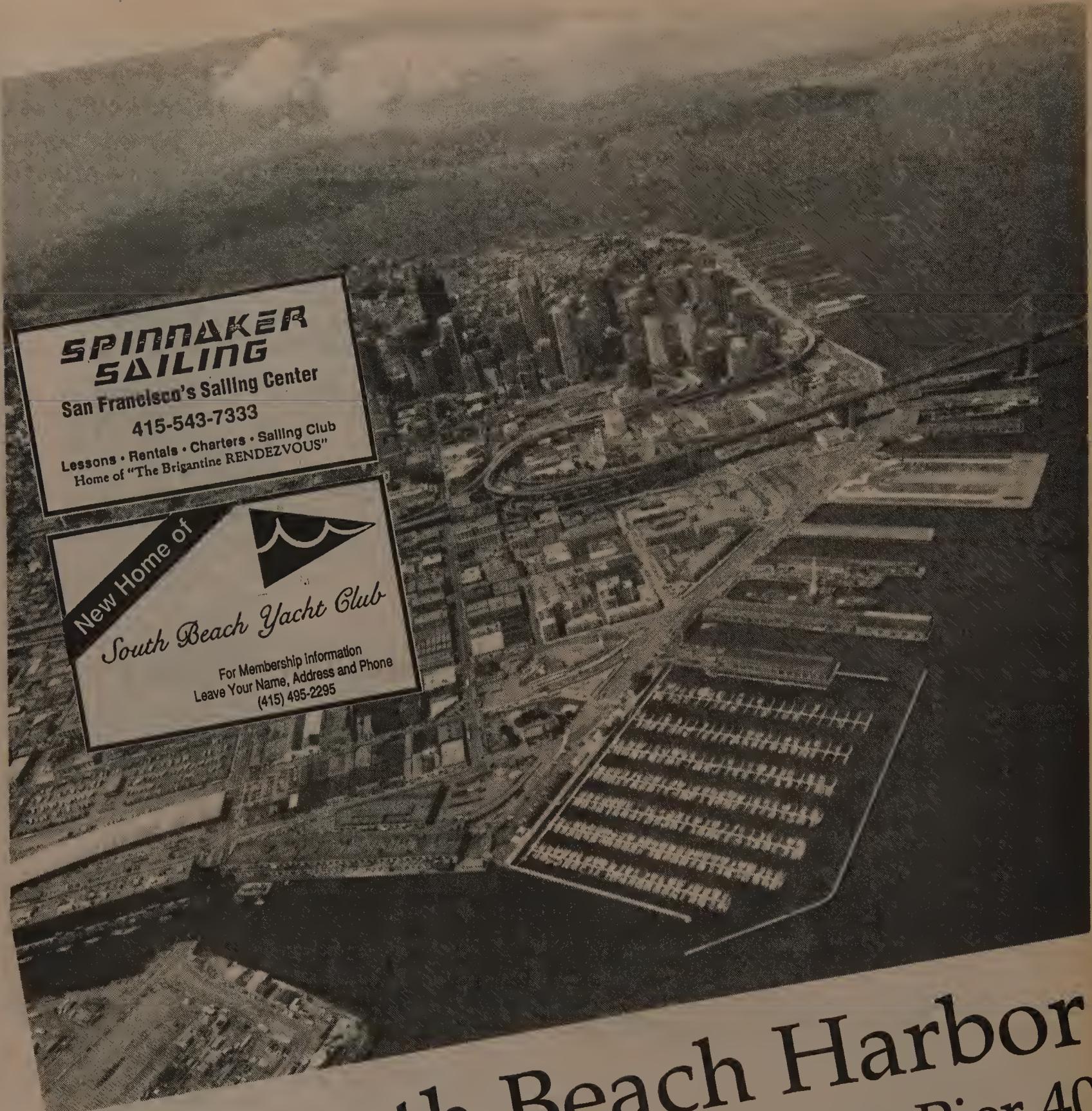
(continental US/Canada), 24 Hours/Day 7 Days/Week

Beowulf Publishing Group  
323 Matilija Street, Suite 112  
Ojai, CA 93023  
805 653-7208



California residents please add 6% sales tax

30 Day  
Money Back  
Guarantee



## SPINNAKER SAILING

San Francisco's Sailing Center

415-543-7333

Lessons • Rentals • Charters • Sailing Club  
Home of "The Brigantine RENDEZVOUS"

New Home of



South Beach Yacht Club

For Membership Information  
Leave Your Name, Address and Phone  
(415) 495-2295

# South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal Sailing Weather
- Walk to Downtown, Cable Cars, Bart
- 500' Guest Dock, Visitors Welcome

- Showers, Restaurants, Dock Carts, Ice
- No Surge, Concrete Docks, Phone Hook-Ups
- 24 Hour Security, Locked Gates
- Secure Permit Parking For Berth Renters

The Embarcadero at Pier 40, San Francisco, CA 94107  
Harbor Master: (415) 495-4911

# CALENDAR

**Reminder** — Events may be postponed or cancelled due to *The Little Big One...* Now, more than ever, we recommend calling to confirm dates, times and location.

## Nonrace

**November** — "Tugboats: San Francisco Bay 1860-1960", an exhibit tracing the history of the tugboat industry on the Bay. At the San Francisco Maritime Museum's Harmon Gallery (foot of Polk Street). Wed.-Sun., 10 a.m.-6 p.m. Free. 556-0532.

**November 2** — Radio Communications Seminar. First of four free seminars at Pacific Marine Supply in San Diego. Others are on inflatables (Nov. 16), sail repair (Nov. 30) and outboards (Dec. 7). All seminars begin at 1700; limited seating. (619) 223-7194.

**November 3** — "Sailing the Indian Ocean", a free slide illustrated presentation by hardcore cruiser Henry Stine. Stockdale Marine Theatre, Sacramento, 7:30 p.m. (916) 332-0775.

**November 4** — Catalina 27 Fleet I annual dinner and meeting. Guest speaker will be Frank Butler, president of Catalina Yachts. Oakland YC, 5:30 cocktails, 6:30 dinner. Steve Rienhart, (408) 452-7426 or Karl Dake, 525-4136.

**November 4** — Boat Wash by Women on Water (of MYCO). Cost is \$1.00 per foot; Metropolitan YC's guest dock; 10 a.m.-5 p.m. Also on November 11 and 18. Peg Fraga, 541-2419.

**November 4** — MORA "No Frills" Awards Banquet. Richmond YC; 7:30 p.m. Commodore John Dukat, 522-1396.

**November 7** — Slide show of the seven year circumnavigation of the Cal 2-27 Twiga. Lee Sails in Alameda; 7:30 p.m.; limited seating. Donald Bogart-Goring, 523-9011.

**November 7** — Trophy presentation/cocktail party for YRA season winners and their crew. On board the Eureka at Hyde Street Pier, 6-8:30. YRA, 771-9500.

**November 8** — 1990 TransPac Seminar at Metropolitan YC. Second in a monthly series leading up to next summer's West Marine Pacific Cup ("the fun race to Hawaii") and the Singlehanded TransPac. This one covers sails and rigging. Sponsored by the Singlehanded Sailing Society; open to the public; free; 7-10 p.m. MYCO, 536-7450, or Shama Kota, 332-5073.



*Finishing the '88 Catalina Race. Race stories improve with age, so be sure to attend MYCO's "Show and Tell" night on November 16.*

**November 12** — Ericson 27 Change of Watch. Contact Al Gates, 236-1473.

**November 16** — Catalina Race "Show and Tell" Video Night. Bring your videos of the '89 race and/or party (or any previous year) to the Metropolitan YC and be prepared to show your favorite 15-20 minutes. Munchies provided. 7:30 p.m. Lynn Sparks, 351-6888.

## MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system diagnosing problems and making repairs. Programs held on Saturdays. For more information:

**Technical Education Institute**

(415) 233-3623

- 8 hr diesel engine seminar
- 30 hr expanded program for cruising self-sufficiency
- 30 hr wood & fiberglass seminar, build project for your boat

■ Soon to be in Southern California ■

Approved by California State Superintendent of Public Instruction.

**SAIL THROUGH SCHOOL  
ON S.F. BAY & DELTA**

**SIX STUDENTS – 2 TEACHERS**

Live & Study Aboard Our Yacht. Weekends At Home. Natural History, Science, Literature, Math, Music, Art, Sailing SEMESTER PROGRAM: \$4500. SHORT TERM: \$400/wk.

U.S. COAST GUARD LICENSED  
CO-ED 10-16. INTERVIEW REQUIRED

**BAY ACADEMY (707) 874-1000**  
P.O. BOX 1202, OCCIDENTAL, CA 95465

**WE'LL PACK  
YOUR LUNCH.**



3001 Bridgeway Sausalito, CA (415) 331-3970

**SUBWAY**

**LARGE CREW  
4 SUBS \$9.99**

(2) FOOT LONG  
(2) 6-INCH

CHOICE OF TUNA, TURKEY, HAM,  
ROAST BEEF OR COLD CUT

NOT VALID WITH ANY OTHER OFFER

SAUSALITO SUBWAY

**SMALL CREW**

**BUY ONE,  
GET ONE**

OF EQUAL OR LESSER VALUE

**FREE!**

NOT VALID WITH ANY OTHER OFFER

SAUSALITO SUBWAY

# BOAT & RV SALE

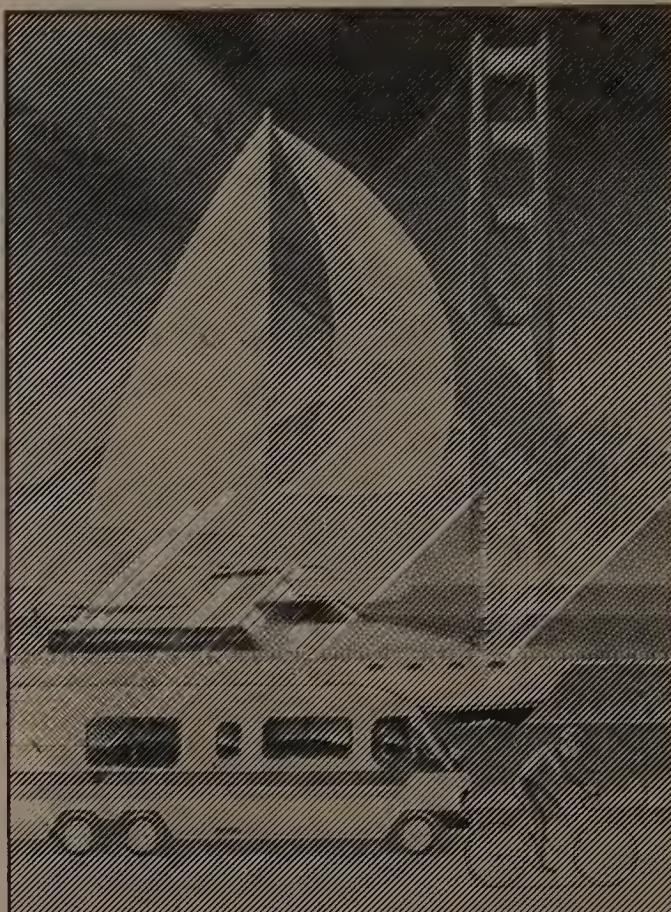
at the

## INTERNATIONAL BOAT & RV SHOW

## Moscone Center

December 30, 1989  
to January 7, 1990

For details and exhibitor information call:  
Northern California Marine Association  
(415) 521-2558



## BALLINGER SPAR SYSTEMS

- *Custom built spars for racing and cruising*
- *Merriman and Navtec rod and wire rigging*
- *Aluminum and stainless steel fabrication*
- *S.F. Bay Area pick-up and delivery available*
- ***Builders of production spars for:***

Express 27, Express 34, Express 37, Olson 25,  
Olson 29, Olson 30, Olson 911S, Olson 34,  
Olson 40, Santa Cruz 27, Santa Cruz 40, Santa  
Cruz 50, Santa Cruz 70, Moore 24, Moore 30,  
Wylie Wabbit

Ballenger Spar Systems  
1053 F - 17th Avenue  
Santa Cruz, CA 95062  
408/462-2890

## Berkeley Marina



### Gateway to the Golden Gate

Location • Location • Location

Some choice berths are available

— Check with us first —

*Full Service Marina • Full Facilities*

### Berkeley Marina

201 University Ave., Berkeley, CA 94710

(415) 644-6376

# CALENDAR

**November 18** — Avon/Liferaft Seminar at West Marine Products in Sausalito. Tom Martin (Seagull Marine) will demo assorted inflatables beginning at 10 a.m. West Marine, 332-0202.

**November 26, 1789** — First national Thanksgiving Day in the United States is proclaimed by President George Washington, who — unlike modern-day presidents — was incapable of telling a lie. Celebrate the 200th anniversary of this great holiday by getting up early and going sailing!

**November 30-December 6** — San Diego International Boat Show. Victoria Garcia, (619) 233-3554.

**December 1** — Free slide show on "Sailing the Pacific Coast from Puget Sound" by Van Deventer. Stockdale Marine Theatre, Sacramento, 7:30 p.m. (916) 332-0775.

**December 1** — Holy Frijole Chili Cookoff and Bake Sale in Cabo San Lucas, the first activity in the inaugural month-long "Cruisers' Cabo Christmas Carnival." Other events scheduled throughout December include croquet, horseshoe, volleyball, and fishing tournaments. See Changes.

**December 4** — Fourth Annual Lighted Boat Parade in Santa Cruz Harbor. Sponsored by SCYC; prizes donated by local merchants. Jerry Bruce, (408) 377-9180 (days).

**December 16** — Holiday Lighted Boat Parade. 7 p.m. in the Petaluma Turning Basin. Avery Burdick, 234-0404.

## Racing

**October 31-November 5** — Japan 50-Footer World Cup Regatta. Eighteen state-of-the-art IOR 50-footers will square off in Miura, Japan, for what promises to be the most glamorous grand prix race series of the year. The Japanese hosts have spent about five million dollars to bring this regatta about — and it promises to be a great one.

**November 4** — Sixth Annual Sabre Rendezvous and San Francisco Bay Regatta. Open house, 10 a.m. through 2 p.m., at Charles Thomson Yachts, 865-3667.

**November 4** — Monterey Invitational for Mercury sailboats. Three races sponsored by the Monterey Mercury Fleet and the Monterey



*The Mercury fleet: neat little boats, great people.*

Peninsula YC. Counts towards the Perry Cup, which continues on December 2, February 3 and March 3. Kelly Robinson, (617) 258-7706.

**November 10** — 13th Biennial Long Beach to Cabo San Lucas Race. IOR, IMS and PHRF racing with a staggered start (little boats leave on the 10th, big boats on the 11th). Long Beach YC, (213) 598-9401.

**November 11-12** — Youth Regatta and Symposium. Sponsored by San Francisco YC and the newly formed Northern California Youth Sailing Association. Lasers and El Toro racing for all junior sailors. Call SFYC's Phil Bickford at 435-9133 for details.



## 1989 Lighted Yacht Parade

### Spectacular 1989 Lighted Yacht Parade and Landlubbers Party

**Saturday, Dec. 2, 4:30 p.m.**

(Rain Date: December 3, 5 p.m.)  
Oakland Estuary off Jack London's Waterfront,  
at the Foot of Broadway

**1989 Theme: International Holiday Songs**

TROPHIES! GALA PARTY! FOOD! DRINKS!  
ENTERTAINMENT!

1. Sweepstakes (Best Overall)
2. Master Mariner Best Classic Sailboat
3. Most Effective Use of Lights
4. Most Whimsical
5. Classic Yacht
6. Hand Powered Boat - Whale Boats & Dinghies
7. Best Display of Originality
8. Long Distance - Boat from Furthest Away
9. Best Military
10. Best Animation
11. Best Commercial Sailboat
12. Best Commercial Power
13. Best Club Entry
14. Good Neighbor Award
15. Landlubbers Choice Crowd Ballot

*Each Entry Receives an 8x10 Color Photo and Brass Plaque*

### Waterfront Association Yacht Parade

#### 1989 Boat Owner Entry Blank

Boat Name: \_\_\_\_\_

Length: \_\_\_\_\_ Power: \_\_\_\_\_ Sail: \_\_\_\_\_

Marina/Anchorage: \_\_\_\_\_ Slip #: \_\_\_\_\_

Contact: \_\_\_\_\_

Phone: Day (\_\_\_\_) \_\_\_\_\_ Night (\_\_\_\_) \_\_\_\_\_

Owner/Skipper: \_\_\_\_\_

Phone: Day (\_\_\_\_) \_\_\_\_\_ Night (\_\_\_\_) \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

#### Classification Group (Check One)

Individual: \_\_\_\_\_ Commercial: \_\_\_\_\_ Yacht: \_\_\_\_\_

Boating Org.: \_\_\_\_\_ Military: \_\_\_\_\_

*Each Entry should be accompanied by a check for \$25 made payable to: Waterfront Association*

*Submit Entries (by November 24, 1989) to:*

**WATERFRONT ASSOCIATION (415) 834-4591**  
160 Franklin Street, Suite 100, Oakland, CA 94607

WANDERING STAR

Windchaser

Stealin Time

Science Project

Lianda

YELLOW PERIL

SeaRaider

Rapid Transit

Presto!

Blew By You

System 20/20

...ord

GAIA

Briar Patch

Belldom

Samba

Ma Chérie

MOONLIGHTER



# Boat Lettering

KELLY/MCCALL  
STUDIO

CUSTOM DESIGNED HAND LETTERING  
& AIR BRUSHING

- Traditional gold/silver leafed transoms and boards
- Air brushed graphics & stripes
- Radieal racing graphics & designs
- Polyurethane paints used exclusively
- We do not sell vinyl graphics
- Work done in/out water

835 CHINA BASIN SF 94107  
(415) 255-1644

Southern Cross

Meyer

LESS

LONG TALL SALLY

the MOB

William H.



OZONE

wonder woman

INCA

MAD HATTERAS

# CALENDAR

**November 26** — Globe Challenge Race starts off Les Sables d'Olonne, France. The most macho race imaginable: a non-stop, boat-for-boat, singlehanded race around the world. A dozen or so entries, including the 60-footer Duracell sailed by American Mike Plant, are expected to compete in this 23,500 mile enduro.

**November 28-December 10** — Whitbread Round the World fleet due to arrive in Fremantle, Australia, after sailing 7,650 harsh miles through the Roaring Forties. Lock up your daughters.

## Midwinter Races

**BERKELEY YC** — "Chowder Races". 11/25, 12/30, 1/27, 2/24, 3/31. Paul Kamen, 540-6324.

**BERKELEY & METROPOLITAN YC** — 11/11-12, 12/9-10, 1/13-14, 2/10-11. MYCO, 536-7450.

**CORINTHIAN YC** — 1/20-21 and 2/17-18. CYC, 435-4771.

**ENCINAL YC** — "Jack Frost Series". 11/18, 12/16, 1/20, 2/17, 3/17 (no April race this year). Shirley Temming, 521-0966.

**GOLDEN GATE YC** — "Manny V. Fagundes Seaweed Soup Perpetual Series". 11/5, 12/2, 1/6, 2/3. (3/3 make-up). Tom Martin, 826-6516.

**SANTA CRUZ YC** — 11/18, 12/16 and TBA. SCYC, (408) 425-0690.

**SAN FRANCISCO YC** — 11/18-19, 12/16-17 (fall series) and 1/17-28, 2/24-25 (winter series). Bruce Darby, 435-9133.

**SAUSALITO CC** — 11/4, 12/2, 1/6, 2/3, 3/3. Robert Kowolik, 459-4807.

**SAUSALITO YC** — 11/11-12, 1/13-14, 2/10-11. Peter Gibson, 331-2277.

**STOCKTON SC** — 11/4, 11/18, 12/16. Pat Brown, (209) 838-3285.

**VALLEJO YC** — 11/11, 12/3, 1/14, 2/4. VYC, (707) 648-9409.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

## November Weekend Currents

Date	Slack	Max	Slack	Max
11/4/Sat		0212/2.7F	0559	0755/1.4E
	1048	1347/1.4F	1609	2002/3.8E
11/5/Sun	0001	0309/2.8F	0651	0854/1.6E
	1207	1447/1.4F	1715	2059/3.7E
11/11/Sat		0150/3.2E	0506	0801/3.4F
	1055	1411/5.3E	1759	2059/4.3F
11/12/Sun	0021	0243/3.0E	0552	0846/3.3F
	1135	1458/5.7E	1848	2155/4.5F
11/18/Sat		0233/3.5F	0558	0810/1.8E
	1132	1409/1.9F	1647	2010/4.0E
11/19/Sun	0016	0332/3.3F	0650	0914/1.9E
	1246	1519/1.7F	1757	2109/3.5E
11/23/Thu		0008/2.3E	0341	0645/2.7F
	1010	1323/3.7E	1719	2024/2.9F
	2323			
11/24/Fri		0103/2.1E	0425	0723/2.5F
	1010	1323/3.7E	1719	2024/2.9F
	2323			
11/25/Sat		0147/2.0E	0506	0756/2.4F
	1043	1358/4.0E	1759	2107/3.1F
11/26/Sun	0014	0227/1.9E	0544	0831/2.3F
	1116	1433/4.2E	1838	2142/3.2F

# Cityachts

10 Marina Blvd., San Francisco, CA 94213

(415) 567-8880 • FAX 415-567-6725

### SAILBOATS

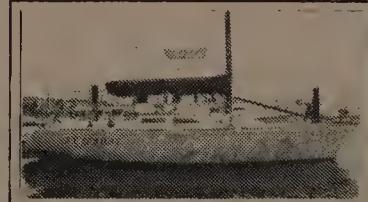
65' SWAN 651	\$1,250,000
62' CRUISING KETCH	195,000
47' S&S CUSTOM SLOOP	59,500
45' LANCER, 2 frm	* 98,500
44' CT 44 CUTTER #	115,000
44' PETERSON	110,000
41' C&C	149,000
41' NEWPORT, 3 frm	58,000
41' TARTAN	98,000
41' CRUISING KETCH	71,000
40' CHEOY LEE OFFSHORE	54,500
40' PEARSON	50,000
40' CHALLENGER	84,500
39' FREYA #	79,500
38' C&C	59,000
38' FARR	61,500
38' FARALLONE CLIPPER, 2 frm	35,000
37' EXPRESS	110,000
36' PEARSON	44,000
36' LANCER	52,000
35' SANTANA	55,000
34' PETERSON	34,000
33' TARTAN TEN	24,000
32' MARINER KETCH	39,500
30' ERICSON	53,900
30' IRWIN CITATION	28,900
30' FARR	* 25,000
30' ERICSON	35,000
25' NORTHSTAR 500 #	15,000
POWER	
59' CHRIS CRAFT	169,000
56' FLYBRIDGE MTR YACHT	* 385,000
53' HATTERAS	286,000
50' OCEAN	265,000
48' GULFSTAR FLYBRIDGE MY	275,000
44' GULFSTAR #	165,000
43' PRESIDENT SF	160,000
43' HATTERAS, 2 frm	145,000
42' UNIFLITE, 2 frm	178,000
42' GRAND BANKS, 2 frm	195,000
42' SUNDECK MY	149,000
38' MATHEWS CLASSIC MY	* 58,500
38' OCEAN	159,900



NORDIC 45. Robert Perry designed. Raised salon. Call for brochure.



TARTAN 41. Maintained to very high standards and loaded with gear. A great performance cruiser! \$98,000.



EXPRESS 37, 1986. "Any Sunday". Sobstad and Pineapple sails, Barient winches, support vehicle extra \$110,000.

## Listings Needed!

We have buyers looking for quality boats over 30-ft. Call us today about listing your boat.



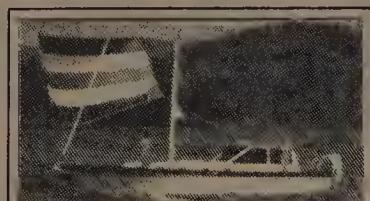
"Zaida" 53' S&S YAWL Impeccable condition. Reduced to \$225,000.



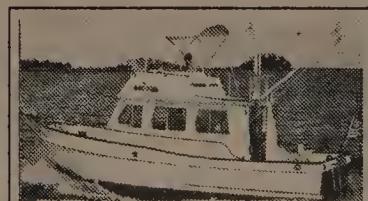
ERICSON 30, 1984 Ideal Bay boat. Available with "Buyers Protection Plan". \$53,900.



FREEPORT 36, 1980. Accommodations for 5. Pathfinder diesel. \$79,000.



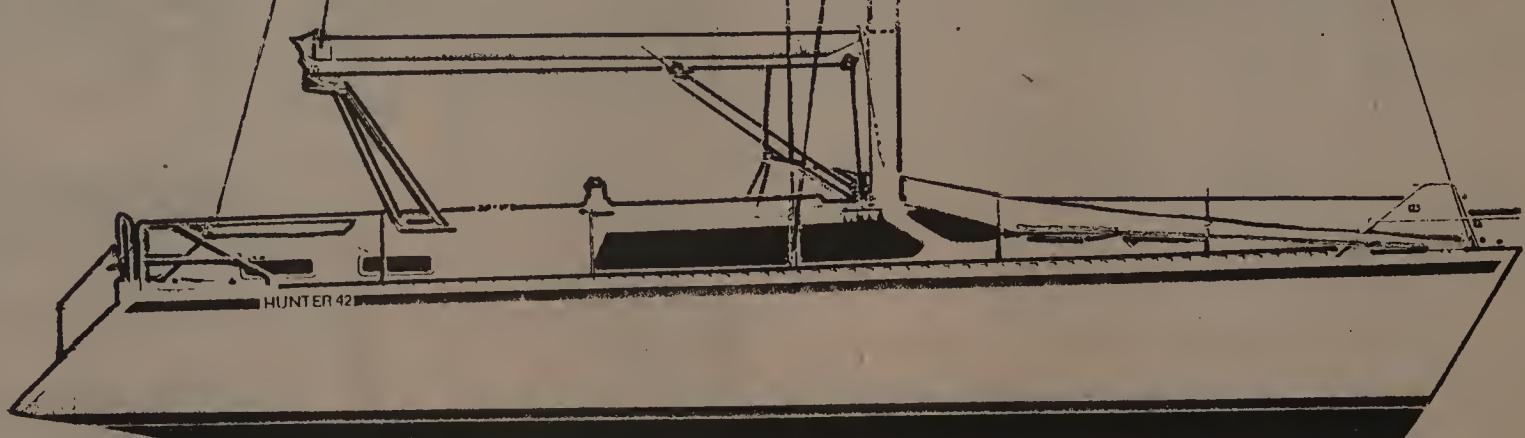
LANCER 45' 1980. Motorsailer. Ideal live-aboard, \$98,500.



GRAND BANKS 32, 1979. Immaculate. \$82,500.

# THE CHILDREN OF "THURSDAY'S CHILD"

## HUNTER



Making its debut at  
the S.F. Boat Show  
this January!

### INTRODUCING THE NEW PASSAGE 42

Sail away package includes electronics, roller furling jib, auto reefing system, electric windlass, two heads, dockside pressure water, microwave, stereo, TV-VCR, refrigeration and safety gear.

42 FEET OF LUXURY,  
PERFORMANCE, & STYLE

#### Selected Brokerages

25' Catalina 83	10,500	27' Lancer 83	27,500	29' C & C 79	28,995	34' Hunter 83	51,500
25' Catalina 82	12,500	27' Oday 75	14,500	30' Hunter 83	28,500	36' Catalina 86	64,995
26' Yankee 74	17,000	29' Gulf 85, M/S	35,000	32' Pearson	35,000	37' Hunter 84	59,900

Special Purchase  
Dealer Owned

22' Catalina 70 2,995  
22' Catalina 76 4,500  
22' Oday 86 10,900  
26' Columbia 70 6,995  
30' Catalina 78 22,400  
MUST SELL

Tradewinds  
Sailing Center

SERVING SAILORS FOR 27 YEARS

CALL FOR DETAILS

RICHMOND

(415) 232-7999

SACRAMENTO

(916) 483-2780

# LETTERS

## THE REPORTS OF AGELESSNESS ARE EXAGGERATED

Thank you for your coverage of the 1989 TransPac. It was one of the most entertaining, complete, and error-free reports of this great race that I have come across in the last 40 years.

On page 39 of Letters in the August edition there is some confusion about what Royce meant in his book about hookups, beam to, etc.

I think he is talking about getting the cringle in the luff of the main on to the hook at the gooseneck fitting during slab reefing, which is necessary to get the strain off the luff when going to windward. It would be accomplished by coming up into the wind, or on a downwind run, it would be necessary to "beam to". I have never heard the term, beam to, but I assume that it means to bring the wind on to the beam, which would luff the main and take the strain off the luff line.

I would be interested to hear how other sailors interpret this arcane language.

P.S. In spite of paragraph two of your TransPac '89 article, I am not ageless.

Thaddeus C. Jones, M.D.  
Laguna Beach

*Thaddeus — If the man who has done more TransPacs than anyone isn't completely sure what Royce means, we think Royce should rewrite the page. After all, all his other material is presented in such an understandable way.*

## WINNING CAN BE SUCH A BORE

Among the Olson 30s racing San Francisco Bay, it is generally conceded that Bill Coverdale's *Killer Rabbit* is the boat to beat.

In the 1986 season, Bill took 15 bullets, 4 seconds and a DSQ out of 20 races. In your year end issue honoring YRA skippers with photos and full column spreads, you chose to mention Bill in 5 point type under the also winning list\*.

Bill's 1987 season wasn't as spectacular as 1986, but Bill still won the YRA championship by a comfortable margin. And again he went down in the pages of *Latitude* in 5 point type.

In the 1988 season there were serious problems with Bill's new double spreader rig. On port tack *Killer Rabbit* was able to maintain her position, while on starboard one boat after another would slip by. As the first half of the season ended, *Killer Rabbit* was without a single win. During the July break, Bill was able to figure out the problem. *Killer Rabbit* came back in the second half of the season with all bullets except for 1 second, thus barely managing to tie Al Holt's *Think Fast*. *Killer Rabbit* then proceeded to beat *Think Fast* in a 'best of three' run-off, to again emerge as season champion.

Now, you would think that after three season championships in a row, and especially after 1988's dramatic come-from-behind victory, and in the boat *Latitude* has labeled the Ferrari of sailboats, you think that Bill would at least get mentioned in 9 point type. Well, finally he did. But not in the championship issue\*, where he was still relegated to 'honorable mention' and 5 point type. We had to wait for the August issue's story of the Olson 30 Nationals, where we read in big bold 9 point type: "... Al Holt, the reigning YRA champ ... William Coverdale's *Killer Rabbit* nailed her stick in the long distance race — it was an uneventful pleasant series."

Winning can be such a bore. I've suggest to Bill that he retrofit *Killer Rabbit* with the worst trash rigging he can find. At least that might put some excitement back into the races. And who knows, maybe *Killer Rabbit* will even make the cover of *Latitude* 38.

Marvin Burke  
Novato

*Marvin — There's no excuse for the 'injury' we dumped on Bill by giving him just 'honorable mentions' or the 'insult' perpetrated by mistakenly reporting that Al Holt was the reigning champ. This is*

# LEARN TO SAIL THIS FALL AND SAVE...

## BASIC SAILING

\$345

## BASIC COASTAL CRUISING

\$345

## BAREBOAT CHARTER

\$445

## ADVANCED COASTAL CRUISING

\$445



Combine any two classes  
and save 25%

Combine three classes  
and save 40%

CLUB MEMBERS SAVE  
AN ADDITIONAL 10%

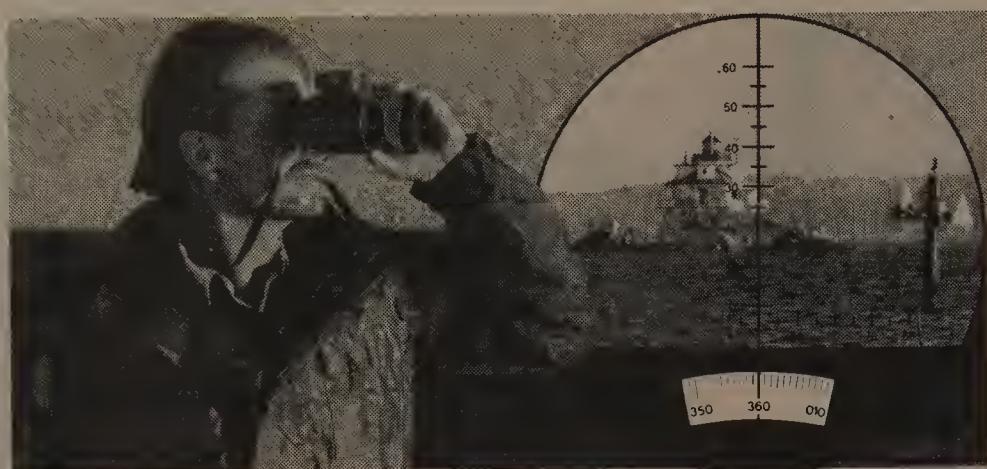
Offer good through  
November 30, 1989

Northern California's Oldest Sailing Club  
All classes are ASA certified

CALL FOR DETAILS

**Tradewinds**  
Sailing Club

In Richmond or Sacramento  
**1-800-321-TWSC**



## Penetrating Light Power and a Compass as steady as a Rock

Identifying markers or buoys in low light or pointing out an exciting object often needs the brightest optics and the steadiest compass. There is no other binocular with this perfect combination of penetrating lightpower, waterproof ruggedness, long-lasting precision and the steadiest, most well illuminated compass: Steiner-Germany. World's No. 1 Military-Marine Binocular. Send \$1.00 for our new Marine binocular catalog and buying guide.

**Steiner, The right gear for the right man.**

# STEINER



Pioneer Marketing & Research

U.S. Marketing Office for Steiner, W. Germany, 216 Haddon Ave., Westmont, NJ 08108, (609) 854-2424 • (800) 257-7742

In Canada: Steiner Optik Canada, Inc.

500 Ouellette Ave., Windsor, Ont., N9A 1B3, (519) 258-7263



The new Commander RS2000.

# STEINER BINOCULARS

Dealers in your area:

**ALAMEDA:**  
Johnson-Hicks  
Svendsen's

**PASADENA:**  
Ford Enterprises  
Sports Optics

**DANA POINT:**  
Balboa Marine  
West Marine Products

**SAN CLÉMENTE:**  
Phantom Marine

**HUNTINGTON BEACH:**  
Ajax Marine  
Sport Chalet

**SAN DIEGO:**  
Kettenberg Marine  
Pacific Marine Supply  
San Diego Marine Exchange  
West Marine Products

**LA CANADA:**  
Sport Chalet

**SAN FRANCISCO:**  
West Marine Products

**LONG BEACH:**  
Shoreline Marine  
Chandler  
West Marine Products

**SAN PEDRO:**  
Mike's Marine  
West Marine Products

**MARINA DEL REY:**  
Ships Store, Inc.  
West Marine Products

**SANTA BARBARA:**  
Coast Chandlery

**NEWPORT BEACH:**  
Balboa Marine  
Oceanview Instruments  
West Marine Products

**SANTA CRUZ:**  
Johnson-Hicks  
West Marine Products

**OAKLAND:**  
West Marine Products

**SAUSALITO:**  
BC Navigation  
West Marine Products

**OXNARD:**  
Coast Chandlery

**STOCKTON:**  
West Marine Products

**PALO ALTO:**  
West Marine Products

**VENTURA:**  
Coast Chandlery

# Lee.

## The fine line between price and performance.

# LEE SAILS

"Sailmaker to the world"

CONTACT US FOR AN ESTIMATE OR A BROCHURE.

**SOUTHERN CALIFORNIA**  
4222½ Glencoe, Marina del Rey CA 90292  
(213) 306-3155

**NORTHERN CALIFORNIA**  
647 Pacific Avenue, Alameda CA 94501  
(415) 523-9011

### THE MACGREGOR 65 ON DISPLAY

Cruising Configuration 1990 M-65-SC  
\$149,000 FOB Factory

### THE MACGREGOR 26 ON DISPLAY

U.S. #1 TRAILERABLE SAILBOAT  
NEW 1990 Model \$10,990 Complete with Trailer



"Number 1" MacGregor Dealer, World Wide  
**ARENA YACHT SALES**

MARINA VILLAGE HARBOR  
1070 MARINA VILLAGE PKWY, #103  
ALAMEDA, CALIFORNIA 94501  
(415) 523-9292

# sce

SCHWEIN/CHRISTENSEN  
LABORATORIES, INC.

### COMPLETE TESTING LABORATORY SERVICES

- Materials Consulting
- Hull Blistering Studies
- Microscopic Analysis
- On-Board Strain Instrumentation
- Hardware/Rigging Proof Loading
- Corrosion Engineering
- Welding Engineering
- Failure Analysis

**(415) 284-3311**

3397 Mt. Diablo Blvd., Suite E, Lafayette, CA 94549

# STEINER JACKET GIVE-AWAY

## A \$90.00 VALUE!



Feel good, look good and stay dry with this fleece lined High Seas Jacket...when you purchase a Steiner Commander RS 2000

You'll be comfortable and looking good this fall when you buy a Steiner Commander RS 2000 binocular or any of the other Steiner binoculars mentioned below.

The High Seas PF 7000 "bomber style" jacket is the perfect solution for those days when there's a bit too much wind or dampness for a sweater. The fleece lining feels great and adds just the right warmth. The fleece lining is a non-absorbent synthetic material that actually wicks moisture away from your body. The shell is a double stitched taslan nylon and the cuffs and waist are stretch knit for comfort. The jacket has a large non-corrosive YKK zipper and zippered slash pockets. Available in Adult sizes XS, S, M, L, XL, XXL in the following colors: Royal blue with Navy fleece interior, red with navy, gray with navy, teal with silver gray.

This offer is valid on purchases made from September 11 through January 21, 1990 on items 7x50 Commander RS' 2000, 15x80 (with and without compass), 8x56MGA, and 7x50 Military/Marine.

Offer valid while supplies last and void where prohibited by law. Some colors and sizes may not be available due to high demand. Proof of purchase required to claim free jacket. Limit one free jacket per household. Jackets may be purchased for \$90. without any other purchase necessary.



Commander Binocular:  
The new Steiner Commander RS 2000 with illuminated compass and Auto-Focus optics. The world's best selling marine binocular!

Please attach original proof of purchase to this coupon. Send to Pioneer Marketing & Research, Inc., 216 Haddon Ave., Westmont, NJ 08108

Name:

Address:

Town, State, Zip:

Phone:

Name of Dealer:

Steiner Item Purchased:

Jacket Size: (Circle One)  
XS S M L XL XXL  
Jacket Color: (Circle One)  
Blue Red Gray Teal

# SAIL INTO MARINA VILLAGE

## We Want To Introduce You To The Bay's Premier Yachting Center

Home Of:

SUPERIOR  
YACHT  
SALES  
(415) 865-4635  
*See ad page 166*



Dealer for MacGregor Yachts  
(415) 523-9292  
*See ad page 24*

BILL  
GORMAN  
YACHTS

Featuring  
the best  
maintained  
used  
cruising  
boats

(415) 865-6151  
*See ad page 171*



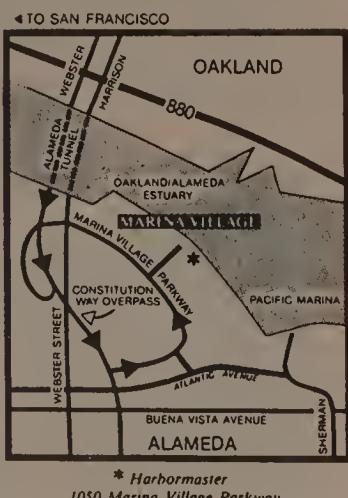
WORLD YACHT CENTER  
(415) 521-5636  
*See ad page 59*

Sailing Lessons & Charters

HORIZONS  
Charter & Yachting Association

(415) 521-5370  
*See ad page 75*

\* Offer open to new berthers only.



## Much More than Just a Marina

- Prime estuary location
- Protected deep water slips 28-72-feet.
- Wide, stable concrete piers
- Buyers and sellers — Marina Village is the place to buy or sell with loads of new and used power and sail boats at our docks.

Numerous additional services — yacht clubs, deli, nearby shopping center, restaurants . . .

If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking easy, the people friendly and the sailing terrific. Look for the ads of Marina Village businesses in this issue.

## MARINA VILLAGE

A DEVELOPMENT OF VINTAGE PROPERTIES

Now Renting Premier Deep Water Slips In All Sizes

Call Harbormaster's Office

**(415) 521-0905**

## LETTERS

doubly so because Bill is such a great guy and because from time to time we race against him in our own Olson 30!

The only explanation we have is that we're continually inundated with so many results — much of them subject to total revision a week later — that it's hard for us to digest it sufficiently so that we can identify those — such as Bill Coverdale — deserving special recognition.

Before anyone else picks up their pen with the intention of pointing out other local racers who have been slighted or ignored by Latitude, may we ask that you please phone our Racing Editor, Rob Moore. Tell him that we've missed someone worth writing up, that there's a forthcoming sail-off for a division championship, that there had been an especially interesting race. In other words, don't make the false assumption that we know everything, because we count on you, our readers, to alert us to things that are noteworthy in the sailing world.

### ↓↑ QUIZZING THE CLUBS

Maybe you've already done this, but as a new boat owner, I would love to read an overview of the Bay Area yacht clubs. It would be great to find out in advance whether a club tends to promote racing, cruising or social activities. Also the cost of joining each.

How about it?

Man Without A Name  
Oakland

M.W.A.N. — At the risk of offending everyone, here's Latitude's very own, very rough guide to Bay Area yacht clubs, of which there are over 75:

The St. Francis YC: A top promoter of racing, business and society, the St. Francis is clearly one of the top five yacht clubs in the world. In all fairness, the St. Francis does many things and provides many services that benefit all Northern California sailors. But remember to carry a thick owner's manual (aka wallet).

The San Francisco YC: A socially significant club with top flight racers. Again, carry a big wallet. It's a popular destination for other yacht club cruises.

The Richmond YC: "This club was built for fun" — and families. Super casual club that breeds some of the top junior sailors and local racers. Not a budget buster.

The Corinthian, Metro Oakland, Encinal, Sausalito, Berkeley, Tiburon, Golden Gate and Coyote Point yacht clubs are among the more active in San Francisco Bay. Most are very reasonably priced and have modest to active racing and cruising programs. Most of the 75 or so other clubs cater to folks who keep their boats in nearby marinas, and are very reasonably priced.

Contrary to popular conception, and with very few exceptions, Northern California yacht clubs are anything but bastions of snobbery. Those intimidating "Private, Members Only" signs are required by the state alcoholic beverage commission. Interested in a particular yacht club? Call and ask if you might visit. Almost all clubs are eager to welcome prospective members.

### ↓↑ IN SEARCH OF THE GIANT CLAM MEN

In your "reliably good" September issue, you had an article titled Neal's The Game, Clam's Are His Game. It was about Neal Skinner, who is involved in an aquaculture project in the Marshall Islands raising giant tridacna clams.

I'm extremely interested in this project and would like very much to get in touch with either Skinner or his partner, John O'Bannon. I am hoping you can help me out with either a phone number, an address, or both.

Ms. F. Kelly Finn  
376 Juniper Ave #22  
Carlsbad, CA 92008

# The Main Idea

The concept is not new. Our approach to an in-the-boom reefing and furling system is. We've called it Stoboom™ because that's exactly what it does. The main sail rolls up neatly inside the boom. The days of going forward to reef are over. The profusion of jack lines and zippers strung above the boom are gone. So, too, are sailcovers and sail ties. What you gain is the clean, handsome look of a low profile, "bare" boom. Your mainsail is safe from sun and storm. And you have the time you used to spend handling sails to enjoy sailing.

## STOBOOM

Stoboom makes sailing easy. Stoboom gives you more control of your mainsail, without any loss of performance. It makes matching sail area to wind conditions simple. You just do it! Pull the main halyard, and the sail unfurls like magic from within the boom. To reef or furl the mainsail, simply ease the halyard tension, put a handle in the Line Driver™ winch, and turn. Your mainsail is instantly and infinitely reefable. A few more turns, and it is furled neatly and compactly away, safe from sun and storm inside the Stoboom. Unfurling, reefing and furling take only seconds with a Stoboom.

That is the main idea!



CALL FOR  
SPECIAL  
INTRODUCTORY  
PRICE

HOOD

HOOD SAILMAKERS

466 Coloma Street, Sausalito, CA 94965

(415) 332-4104 (800) 727-6246

FAX 415-332-0943

861 West 18th Street, Costa Mesa, CA 92627

(714) 548-3464 (800) 678-6246

# The Perfect Combination sutter sails & PROFURL

Built to perform, dependable, rugged, high quality, excellence in design and finish — all describe Sutter Sails and the ProFurl reefing furling system. Why settle for less? Give us a call or come by our loft and then sail with confidence!

- ✓ Cruising and Racing Sails
- ✓ Recuts and Repairs
- ✓ Bi-Radial Roller Furling Headsails
- ✓ Full Batten Mains
- ✓ Used Sails  
(Largest Selection in Northern California)
- ✓ Experienced and Helpful Staff

## sutter sails



HARBOR DRIVE, P.O. BOX 927,  
SAUSALITO, CA 94965

(415) 332-2510



**FALL  
DISCOUNTS  
NOW IN  
EFFECT**



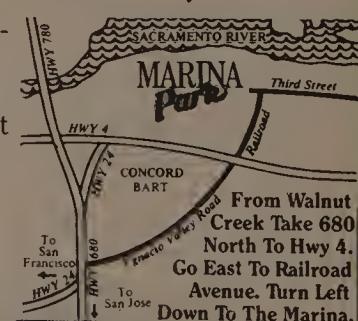
**BERTH RIGHT  
In Your Own Backyard!**

New Waterfront Homes With Deep Water Docks



FROM ONLY:  
Our 1 & 2 story,  
3 & 4 bedroom  
waterfront town-  
homes feature  
1500 to over  
1850 square feet  
of living space  
**PLUS Your  
Own Deep  
Water Dock.**

**\$214,950**



Sales Office Open Daily 11am-6pm

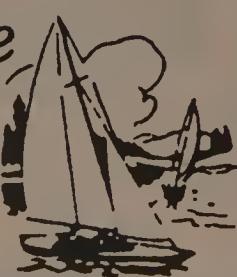


## Voyager Marine

1296 State Street, P.O. Box 123  
Alviso, CA 95002-0123

(408) 263-7633

Closed Sundays and Mondays





# KENSINGTON YACHT & SHIP BROKERS

WEST BAY  
475 Gate 5 Road, Sausalito  
(415) 332-1707

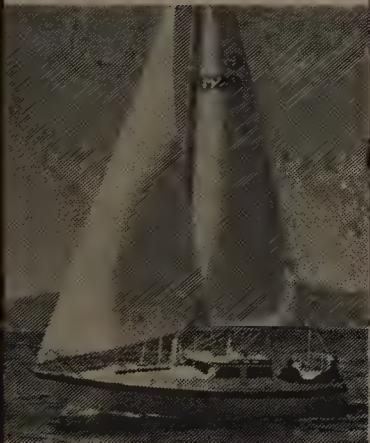
TWO  
CONVENIENT  
LOCATIONS

EAST BAY  
Mariner Square  
(415) 865-1777

**Exclusive Bay Area Dealer for Newport and Gulf**  
American Built at  
Affordable Discounted Prices

SEE THESE NEW YACHTS  
IN OUR ALAMEDA YARD

**Gulf 29**



SAIL-AWAY  
Pilothouse  
**\$49,950**

**Gulf 32**



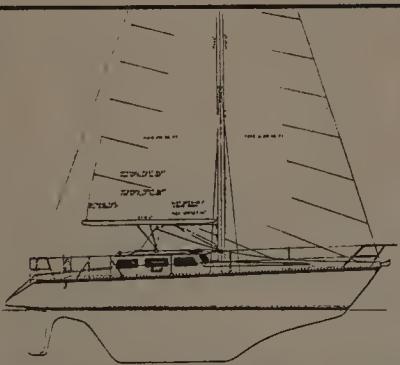
SAIL-AWAY  
Pilothouse  
**\$67,960**

Our Sailaway Package Includes: North Sails w/Hood furling system. Dual helms, Signet speed/depth, VHF, H/C water, propane cooking, self-tailing winches, complete safety package, ground tackle, custom Lewmar hatches, and many additional options.

**Gulf-39**

New  
Pilothouse  
Aft Cabin  
Design.

Ready in  
December.



36' PEARSON 365, 1977. Clean,  
reliable cruising liveaboard. Asking  
\$50,000 or best offer.



PEARSON 323, 1978. Dsl, furl jib,  
H/C water, Autohelm, stereo,  
wheel; exceptionally clean.  
Asking \$39,900.



43' PORPOISE Ketch. Quite possibly  
the finest 43-ft on the Bay. Nothing spared  
for ultimate liveaboard comfort, beauty,  
bluewater cruising. Asking \$135,000



45 EXPLORER Cutter, 1979. Sturdy,  
full-keel cruiser with lots of equipment—  
clean. Asking \$105,000.



28' NEWPORT MK II, '81. Beautifully  
maintained. Dodger, diesel, autopilot, 2  
jibs, new bottom job. Asking \$22,900.



36' UNION POLARIS, '81. Like new,  
low hours; great liveaboard cruiser.  
Asking \$80,000.



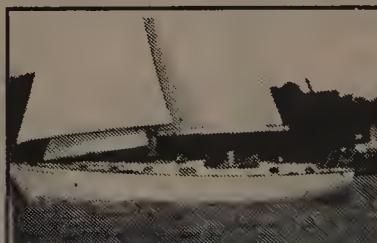
42' CHEOY LEE CLIPPER, '71. Classic  
lines of beautiful glass & teak in an ocean-  
worthy ketch-cutter. Asking \$98,000.



43' CHEOY LEE P.H. MOTORSAILER,  
'83. Fully founded ocean yacht & spa-  
cious liveaboard. Asking \$145,000.



28' ISLANDER, '76. Diesel, 7 sails, four  
sails, clean. Asking \$22,500.



44' PETERSON cutter, 1975. Fully  
equipped blue water cruiser, aft cabin  
liveaboard. Asking \$120,000.

## SELECTED SAILBOAT BROKERAGE

23' FLICKA, '77	\$14,500	36' ISLANDER, '79, dsl	54,000
26' INT'L FOLKBOAT, '85	25,000	37' RANGER, '73	37,900
27' EXPRESS & trlr, '82	27,000	38' CATALINA, '83	47,000
28' ISLANDER, '76	25,000	38' EASTERLY slp, 1978	64,000
28' NEWPORT, '79	16,000	39' LANDFALL ctr, PH, '79	75,000
29' GULF P.H., (2) from	35,000	39' NEW ZEALAND slp, '82	69,000
30' HUNTER, '78	21,000	41' STEEL cutter, '78	95,000
30' ERICSON 30+, '81	39,900	41' NEWPORT, (2) from	49,000
30' ERICSON, '80	42,000	41' FORMOSA ketches, (2) from	65,000
31' DUFOUR, '79	39,500	42' STEEL cutter, '87	135,000
32' CHALLENGER sloop	39,000	42' CHEOY LEE CLIPPER, '71	97,000
32' GULF P.H., (2) from	46,900	45' LANCER PH M/S, '83	125,000
32' BENETEAU, '81	49,000	45' PORPOISE ketch, '70	80,000
33' HUNTER, (2) from	36,000	45' RHODES M/S, '71	149,000
34' HUNTER, '83	51,000	45' HARDIN KETCH, '82	107,000
34' PETERSON slp, '82	OFFERS	47' BLUEWATER kch, 1977	75,000
35' CORONADO, 1972	34,000	48' SWAN, '72	179,000
35' ERICSON, '79	43,900	60' GAFF cutter, 1911	95,000
36' CATALINA, '84	58,000	66' TOPSAIL SCHOONER, '79	235,000

# J Class Association Northern California

Become a part of the growing number of sailing enthusiasts who have joined with the more than 173 members of the National J/35 Class Association. With a fleet of boats numbering 272, the J/35 is indisputably the largest offshore one-design fleet today!

**Championship Regatta** Long Beach Yacht Club hosted the 1989 North American Championship September 6-10. Twenty J/35's from the East Coast, Seattle, San Francisco and Hawaii joined the Southern California host fleet for three days of racing.

Winning boats came from all regions. 1st SoCal, 2nd New York City, 3rd No Cal, 4th Seattle, 5th SoCal. Plus the three sailmakers who qualified to race against the fleet of owner/drivers found a competitive fleet as they finished 7th, 13th and 17th. Now that's a fun fleet!

The Northern California J/35 One-Design Fleet has had its second successful year in the YRA and the fleet has grown to ten boats. We're looking forward to excellent participation in 1990 with St. Francis Yacht Club Spring Keel, Volvo Regatta, Stone Cup, IMS I and II, Sailing World NOOD Regatta. Plus an active ten race YRA season as well as a spring Fleet Rendezvous in Benicia and our offshore race with a great Saturday night bash. Join the fun!!

## BROKERAGE SPECIALS

<i>J/BOATS</i>		<i>GENERAL</i>	
J-40 '86	\$165,000	41' Yankee Clipper	\$70,000
J-35 '84/85	\$74,500	38' Downeaster, '76	\$58,000
J-30 '79	\$29,900	37' O'Day, '76	\$45,000
J-29 '83, Perfect!	\$27,500	36' Pearson 365, '81	\$72,000
J-24 '78-'86	\$8,000-\$22,000	33' Pearson '79	\$30,000
		25' Bayliner Sierra, '86	\$20,000

# J BOATS WEST

(415) 522-0545

Don Trask  
Dave Willke  
Kimo Worthington  
John Niesly  
**ALAMEDA**

# REPO HOTLINE

(415) 523-8502

POWER BOATS	Value	Hi Bid	SAILBOATS	Value	Hi Bid
20' MALIBU SKIER	16,000	7,500	25' DEIDELMAN	10,000	5,500
22' CENTURION '88	17,500	12,000	27' US YACHT	25,000	
22' MIRAGE	18,000	14,000	40' SANTA CRUZ	75,000	
25' DONZI - R	35,500	24,500			
53' BAGUETTE	110,000	65,000			

Unless otherwise noted, all boats are located in our storage yard,  
or at our docks AT MARINER'S SQUARE IN ALAMEDA.  
CALL IF YOU NEED DIRECTIONS TO OUR OFFICE -  
(data furnished is believed to be correct but is not guaranteed).

# THE NATION'S LEADING BOAT FINANCING SOURCE

# YEGEN MARINE

YACHT FINANCING FOR AMERICA

A DIVISION OF YEGEN ASSOCIATES, INC. •  
BRINGING BORROWERS AND LENDERS TOGETHER  
SINCE 1935

ASK FOR JOAN BURLEIGH  
(415) 523-7301

(415) 523-7389 FAX

(IN CALIFORNIA ONLY)  
2402 MARINER SQUARE, SUITE 2A  
ALAMEDA, CA 94501

# Catalina/Morgan

SAN FRANCISCO BAY'S DEALER

**CATALINA**  
22 • 25 • 27 • 30 • 34  
• 36 • 38 • 42

**MORGAN**  
41 • 44

**NON SUCH**  
26 • 30 • 33 • 36

## NEW BOATS

On Display Both Locations

\***EAGLE YACHT SALES** Servicing Silicon Valley at San Mateo

**FARALLONE YACHT SALES** Servicing East Bay at Alameda



### CATALINA 34

Fast & fun to sail! Two private staterooms w/ aft head, large L-shaped galley. Over 50 Catalina 34's are now sailing on the Bay. Stop by - See why this is the most popular 34 in the country.

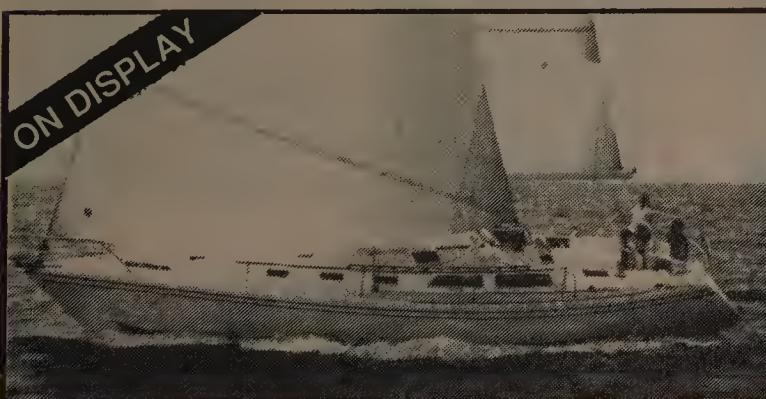
**CATALINA 30** • Delivery from stock • \$47,195 sailaway

**CATALINA 34** • Delivery from stock • \$68,495 sailaway

**CATALINA 36** • Delivery from stock • \$75,875 sailaway

**CATALINA 42** • Delivery from stock • \$108,995 sailaway

**MORGAN 44** • Delivery from stock • \$153,975 sailaway



### CATALINA 42

Luxurious owner's forward cabin and two aft guest staterooms.

\***Eagle Yacht Sales**  
**Farallone Yacht Sales**

Coyote Point Marina, San Mateo  
(415) 342-2838

Mariner Square, Alameda  
(415) 523-6730

## EAGLE YACHT SALES

SAIL	.....	SAN MATEO
22' CATALINA	, 1982	\$6,900
22' SANTANA	... (2) FROM	3,600
22' COLUMBIA	, 1973	3,600
22' O'DAY	, 1984	8,500
23' RANGER	, 1973	6,000
25' MERIT	, 1979	10,500
25' O'DAY	, 1976	11,400
25' CORONADO	, '65	5,000
25' CATALINA	, 1981	10,900
26' RANGER	, 1970	10,900
27' CATALINA	... (2) FROM	10,900
27' VEGA	, 1971	14,900
28' CAL	, 1967	11,500
30' CATALINA	... (3) FROM	26,500
30' RAWSON	30, 1971	25,000
30' FISHER	, 1973	45,000
31' PEARSON	, 1978	35,200
32' MORGAN	, 1981	44,900
32' WESTSAIL	, 1975	.....
33' MORGAN	, 1974	42,000
33' NAUTICAT	, 1982	95,000
34' CAL	, 1976	38,000
36' HUNTER	, 1980	49,000
36' COLUMBIA	, 1968	38,000
36' PEARSON	, 1981	74,000
36' CATALINA	, 1984	59,600
38' NAUTICAT	.....	119,000
39' FAIRWEATHER	, '87	130,000
39' FREYA	, 1981	94,000
40' BENETEAU	, 1983	109,000
43' CHEOY LEE	, 1983	148,000
43' COLUMBIA	, 1971	69,000
47' GULFSTAR	, 1979	169,000
POWER		
36' UNIFLITE	, 1977	65,000
40' SILVERTON	.....	119,000

\*TELL PARK RANGER  
EAGLE YACHTS FOR FREE ACCESS

## LISTINGS NEEDED!!

List with us and receive  
full Bay Area coverage  
with our "two offices"

## FARALLONE YACHT SALES

SAIL	.....	ALAMEDA
14' VAGABOND	, 1980	1,500
20' CAL	, 1965	3,900
20' RANGER 80AT	, 1975	3,500
22' CAPRI	, 1988 w/trlr	11,000
22' CATALINA	.....	6,800
22' COLUMBIA	, 1968	3,500
23' CLIPPER	, 1977, w/trlr	5,500
24' BRISTOL	, 1971	OFFERS
25' CATALINA'S	... (3) FROM	11,400
25' ERICSON	, 1980	11,400
25' MERIT	, 1979	10,500
25' U.S.	, 1982	9,000
25' McGLASSEN	, 1981	16,500
26' COLUMBIA MKIII	, 1974	11,200
26' NONSUCH	, 1989	75,000
27' CATALINA'S	... (3) FROM	14,500
30' CAPRI	, 1983	20,000
30' CATALINA'S	... 5 FROM	27,500
30' NONSUCH	... (2) FROM	67,000
30' O'DAY	, 1979	28,000
31' HUNTER	, 1983	38,000
32' ERICSON	, 1972	35,000
34' PETERSON	, 1979	34,000
35' NIAGARA	, 1981	75,900
36' CATALINA	... (3) FROM	58,000
36' HUNTER	.....	38,000
37' FISHER	, 1974	125,000
38' CATALINA	... (2) FROM	47,000
39' FREYA	, 1981	94,000
39' ERICSON	39B	65,000



**PEARSON 31**. '78. COMFORTABLE CONTEMPORARY FAMILY RACER/CRUISER. \$32,500.



**WESTSAIL 32**. SUPERBLY MAINTAINED, SHOW QUALITY. MUST SEE!



**NAUTICAT 33**. '82. LORAN, VHF, KM/DS, WINDLASS, FURL. JIB, BEAUTIFUL COND, READY TO SHARE ITS COMFORTS. \$95,000.



**NONSUCH 30**. '88 ULTRA. IMPECCABLE CAT-LIKE SINGLEHANDER, FAST & ROOMY, BEST EQUIPPED NONSUCH ON THE BAY. \$79,000.



**CATALINA 34**. DODGER, AUTOPILOT, LORAN. \$58,000.



**ISLANDER 36**. 1979. ONE OF THE NICEST ON THE BAY. \$49,000.



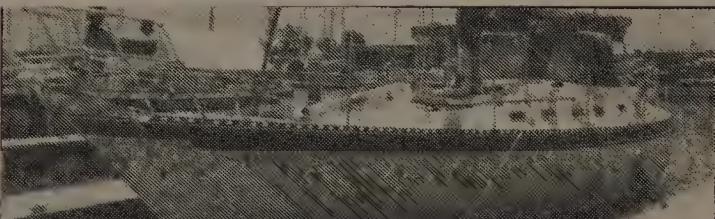
**FREYA 39**. 1981. JUST RETURNED FROM CRUISE; COMPLETELY RIGGED; READY TO GO! \$94,000.



**BENETEAU 40**. '83. FULL RACE, FULL CRUISE, WELL EQUIPPED FOR BOTH. \$109,000.

## LIST WITH HUGH JONES

ACTION ADVERTISING • 25 YRS EXPERIENCE



42' TAYANA 1985 Center cockpit cutter. Furling jib and staysail, dodger, upgraded winches, Perkins diesel aux., beautiful teak interior, owner's private stateroom. Just listed! \$135,000.



37' TAYANA 1983 Cutter Mark II. Seven sails, windvane & AP, solar panels, dodger, radar, Loran, SatNav, Nielson windlass, refrig/freezer, + more! Cruiser deluxe! Call on this one! \$95,000.



39' FREEDOM 1983 Pilot-Schooner rig with carbon fiber free-standing masts, fin keel aux w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux. Reduced. \$99,500.



32' FREEDOM SLOOP 1987. Carbon fiber mast, three sails, Yanmar 22 hp diesel aux, Dsl aux, shower, equipped for cruising! Clean! \$77,500.

27' NORTH SEA 1977. Cutter Aft Cabin. Dsl aux, 8 sails, ash & teak interior! This is a cruising boat & so equipped!! \$33,000.

27' ERICSON '74, Inboard aux, 3 sails. Anxious!	Try	\$12,500
27' LANCER '84, Three sails, nifty looker.	Try	\$29,000
27' O'DAY Five sails, Chrysler 10 hp aux	Try	\$12,000
28' ISLANDER '76, Vovlo diesel aux, very nice.	Reduced	\$22,500
29' ERICSON '73, Inboard aux, clean, great buy!	Try	\$16,950
30+ ERICSON '81, dsl aux, five sails, clean	Try	\$33,950
30+ ERICSON '84, dsl aux. Loaded. Sharp.	Try	\$39,500
30' CORONADO '73, Re-powered dsl aux, 5 sails. Big 30!	Try	\$23,500
30' TARTAN '78, three sails. Quality.	Try	\$32,500
35' ERICSON '78, dsl aux, wheel steer. Well equipped!	Try	\$36,500
38' CATALINA '83, S&S design, dsl aux, jib furl'g, 4 sails. Reduced	Try	\$45,000
38' C&C LANDFALL '79 Sloop; Dsl aux, 4 sails. Nice	Try	\$67,500
45' EXPLORER '79 Cutter, new dsl aux, gen. Well equipped cruiser!		\$105,000

CALL (415) 523-5661

HUGH  
JONES  
YACHT SALES

2415 MARINER SQUARE DRIVE  
ALAMEDA, CA 94501

## Nor Cal Yachts

Yacht Brokerage Listings

### SAIL

SZ	MAKE	YEAR	PRICE	SZ	MAKE	YEAR	PRICE
18'	CROWN	1978	\$ 4,000	32'	WESTSAIL	1974	\$ 50,000
21'	NORTHWEST	1978	\$ 6,500	32'	JEANNEAU	1986	\$ 68,900
24'	J-24	1980	\$ 10,500	32'	ERICSON	1974	\$ 29,950
25'	ERICSON	1980	\$ 15,950	33'	PEARSON (10M)	1977	\$ 49,950
26'	CHRYSLER	1978	\$ 13,950	33'	C&C	1981	\$ 53,000
26'	FOLKBOAT	1948	\$ 4,500	35'	C&C LANDFALL	1982	\$ 69,950
27'	LANCER	1984	\$ 29,900	35'	ERICSON	1979	\$ 39,950
27'	ERICSON	1975	\$ 14,950	35'	FANTASIA	1976	\$ 39,950
27'	O'DAY	1977	\$ 12,000	35'	FANTASIA	1976	\$ 65,000
28'	COLUMBIA	1969	\$ 15,500	35'	SANTANA	1980	\$ 43,000
28'	HUNTER	1985	\$ 28,950	36'	ROBERTS	1984	\$ 29,950
28'	ISLANDER	1976	\$ 24,950	36'	CHEOY LEE	1965	\$ 38,000
29'	ERICSON	1970	\$ 20,950	36'	FORMOSA	1980	\$ 39,900
29'	ERICSON	1973	\$ 15,000	36'	HUNTER	1980	\$ 44,750
29'	CAL 2-29	1975	\$ 23,950	37'	RANGER	1978	\$ 46,500
30'	PEARSON	1979	\$ 27,950	38'	ALAJUELA	1976	\$ 92,000
30'	CORONADO	1973	\$ 19,950	38'	PEARSON 385	1984	\$ 110,000
30'	BABA	1983	\$ 69,000	38'	CATALINA	1983	\$ 49,000
30'	PEARSON	1976	\$ 25,000	39'	FREYA	1984	\$ 90,000
30'	ERICSON	1981	\$ 39,950	40'	C&C	1984	\$ 239,950
30'	RAWSON	1974	\$ 19,000	40'	CHEOY LEE	1977	\$ 99,950
30'	CATALINA	1978	\$ 28,000	40'	GULFSTAR	1978	\$ 78,900
30'	ERICSON	1983	\$ 42,000	41'	JEANNEAU	1986	\$ 110,000
30'	OLSON ULDB	1981	\$ 22,000	42'	BREWER	1987	\$ 155,000
30'	OLSON ULDB	1982	\$ 20,500	42'	WESTSAIL	1976	\$ 124,500
30'	ERICSON	1983	\$ 41,950	44'	ROBERT	1980	\$ 80,000
30'	ERICSON	1984	\$ 44,950	45'	DUFOUR	1978	\$ 149,950
31'	CHEOY LEE	1968	\$ 24,500	45'	JEANNEAU	1985	\$ 197,500
31'	HUNTER	1984	\$ 39,000	47'	PERRY	1979	\$ 105,000
31'	MARINER	1969	\$ 31,500	48'	CT/PERRY	1981	\$ 175,000
31'	PEARSON	1979	\$ 24,950	53'	BLUEWATER	1981	\$ 176,000

### POWER

SZ	MAKE	YEAR	PRICE
17'4"	DONZI R-17	1988	\$ 14,950 *
18'4"	CHRIS CRAFT 197 LIMITED	1987	MAKE OFFER
20'7"	CHRIS CRAFT 21 BR SCORPIAN	1988	MAKE OFFER
20'10"	CHRIS CRAFT 205 BR LIMITED	1988	MAKE OFFER
21'6"	CELEBRITY 230 VBRT	1988	\$ 21,500
23'	DONZI R-23	1988	\$ 25,000 *
26'3"	SEA RAY 260 SVR SUNDANCER	1985	\$ 33,000
28'	CHRIS CRAFT 284 AMEROSPORT	1988	MAKE OFFER
40'	CHRIS CRAFT	1967	\$ 55,000
43'9"	CHRIS CRAFT 412 AMEROSPORT	1988	MAKE OFFER

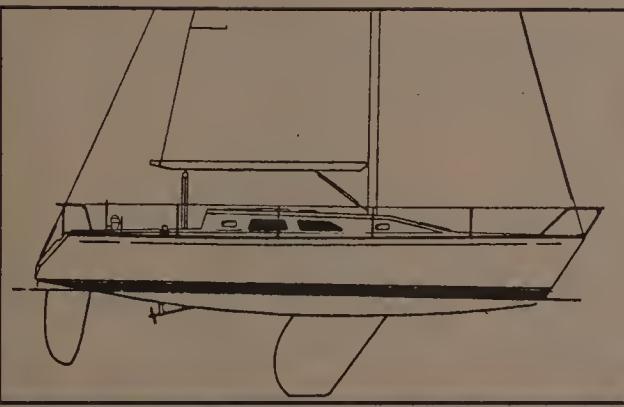
**NOR CAL**  
YACHTS

2415 Mariner Square  
Alameda, CA 94501

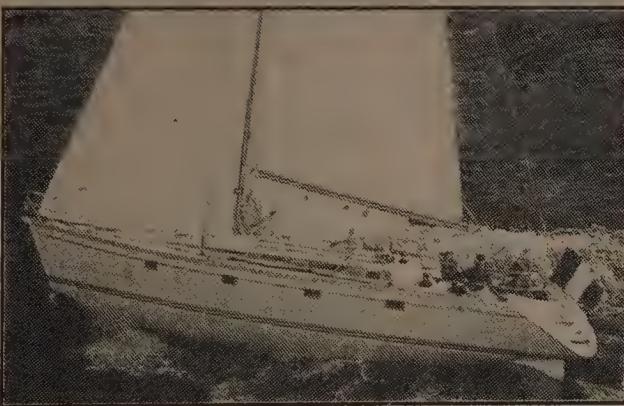
(415) 523-8773



ERICSON 38



OLSON 34



JEANNEAU 44

**NOR CAL**  
YACHTS  
SINCE 1966

# Guaranteed Income On Your New Boat

Dear Armchair Sailor:

Would you like to own the boat of your dreams for a fraction of the cost? It's simple!

Here's how you can do it: Buy an **Ericson**, **Olson** or **Jeanneau** sailboat from **Nor Cal Yachts** and charter it through **Club Nautique** sailing club to carefully selected charter skippers. Due to the increase in charter activity, Club Nautique will guarantee the **Full Boat Payment** on selected boats. Also, you may qualify for significant tax savings under the new tax laws.

If the idea of owning a sailboat appeals to you and you want **Guaranteed Income**, then call Nor Cal Yachts at **(415) 523-8773** for more information.

Sincerely,

*Fred Sohegian, Jr.*  
Fred Sohegian, Jr.  
President

P.S. - Hurry!! There are only eight boats available for **Guaranteed Income**!!

2415 Mariner Square  
Alameda, CA 94501

**(415) 523-8773**

# MARINER BOAT YARD

"Where Service Has Meaning"

## Baby, It's Cold Out There!!

For toasty days and evenings on your boat  
you need a Webasto Diesel Heater.

The Webasto Forced Hot-Air Heater is:  
thermostatically controlled and  
has miserly fuel/amp consumption.

DISCOUNTED AND INSTALLED

by our factory trained technicians.



With a Webasto heater on  
your boat, you can enjoy  
boating whatever the weather!

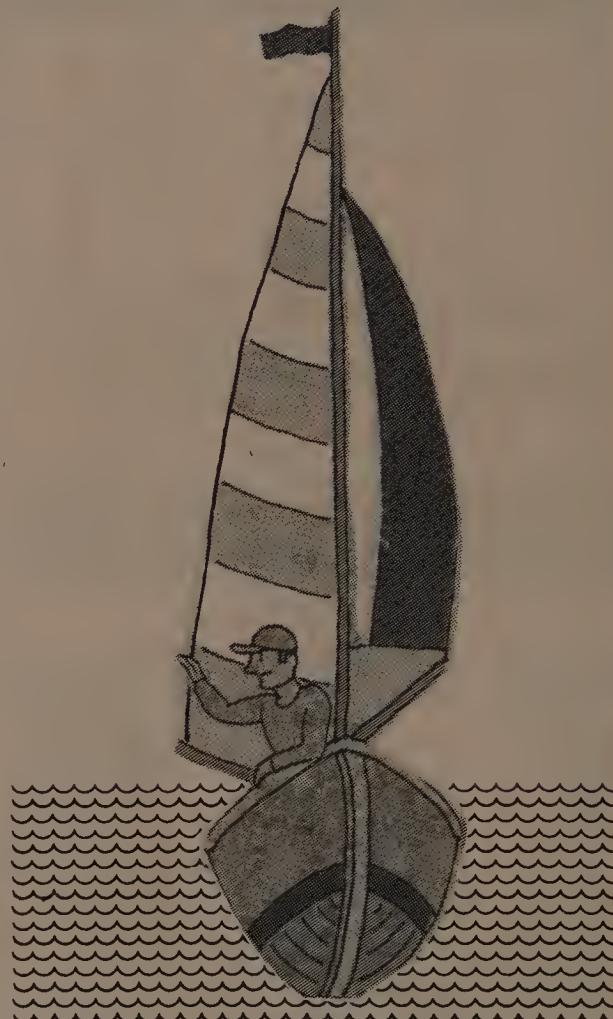
**FREE  
HULL WAX WITH  
ANY BOTTOM PAINT JOB . . .  
WITH THIS COUPON!**

GOOD DURING  
NOVEMBER & DECEMBER 1989 ONLY

CUT AND SAVE!!

CALL PETE AT  
**(415) 521-6100**  
NOW!!

2415 MARINER SQUARE DRIVE, ALAMEDA, CA 94501 (near the Rusty Pelican)



**The Mariner Boat Yard  
Difference:**

- Owner/Manager  
Pete Van Inwegen
- Experienced, Quality  
Workmanship
- Stable, Friendly Crews
- Great Location
- Boat Washed Upon Completion

**FASTEST GROWING FLEET ON THE BAY****SAVE ON BERTH RENT****SAFE AND SEAWORTHY**

*The F-27: A unique combination of roomy cruiser, high performance and take-it-anywhere trailerability.*

- Spacious decks and near level sailing.
- Shallow 14" draft fits any beach.
- Cabin comfortably accommodates 4 to 5.
- Easy 30 min. trailering or 3 min. docking.
- Strongly engineered - Has crossed Atlantic and Pacific.
- Over 100 sailing the world's oceans.
- Seven boats now on the Bay.



3 Minute Set-up

- Please contact me for a demo sail  
 Enclosed is \$1,000.00, being a deposit on the next available F-27

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

DEALERS FOR

**TASWELL 43**

Come see the new standard of excellence for offshore passage-making at our docks - the Taswell 43. The Taswell 43 offers the experienced yachtsman a rugged offshore cruising yacht of exceptional performance and sumptuous accommodations. If you want to do it right, come by and see the Taswell 43 or consider the Taswell 49 and 56.



**CAL 2-25** 1980. Diesel powered, huge interior, very clean. Don Trump's first boat. \$18,750.



**NORSEMAN 400** Fully equipped, great racing and cruising history. An exceptional offering at \$189,000.

**BROKERAGE**

21'	FREEDOM w/trlr	12,995
25'	US	9,999
25'	BUCCANEER	8,900
29'	CASCADE, '65	19,500
30'	HUNTER, sharp!	27,950
30'	ISLANDER	22,500
30'	PEARSON	29,500
31'	MARINER ketch	36,000
31'	SEAFARER new diesel	15,900
31'	RUSTLER full keel	29,500
31'	PEARSON '78	29,500
35'	SANTANA	55,000
35'	SANTANA	46,500
35'	ALBERG, '66	39,500
36'	ISLAHOER	52,000
36'	MAGELLAN	59,000
37'	TAYANA MKII '85	109,000
39'	FARWEATHER, '88	130,000
39'	FREYA, '78	79,500
39'	ERICSON aft cabin	79,900
40'	SANTA CRUZ	99,000
40'	NORSEMAN	189,000
41'	FREEPORT	89,000
42'	PEARSON, '82	125,000
44'	PETERSON aft cabin ctrr	110,000
53'	NORSEMAN	637,000
63'	CSTM KETCH, '79	195,000
55'	TAYANA aft saloon	350,000
60'	"ANA MARIA"	95,000
42'	PEARSON, '82	125,000



**FREEPORT 41** Two from \$89,000.



**COOPER 416**. Canadian built. Big, rigged, well built. Pilothouse design features inside steering, fore and aft double staterooms, tub and shower. \$97,000.

55' TAYANA aft saloon ..... 350,000  
 60' "ANA MARIA" ..... 95,000  
 42' PEARSON, '82 ..... 125,000

WE BUY AND RESELL USED BOATS  
 if you want to cash out quickly — call us



**Helms** Cruising Center

(415) 865-2511

2415 Mariner Square Drive  
 Alameda, CA 94501



## INTRODUCING THE HART HOOK

A simple, safe and reliable way to hook your bow line to a mooring buoy. THE HART HOOK is all stainless steel, strength tested to 3,500 lbs and includes a nylon clip for your boat hook. \$40.00 plus shipping. Call or write:

**HART SYSTEMS, INC.**

4041 J2 Ruston Way, Suite 2-A  
Tacoma, WA 98402  
(206) 752-7000

## HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors:  
Landfall Marine, Sausalito  
Nelson's Boat Yard, Alameda  
Neville Marine Electric, Alameda  
Stone Boat Yard, Alameda  
Svendsen's Chandlery, Alameda  
Proper-Tighe Marine, Alameda  
Star Marine, Alameda  
Golden State Diesel Marine, Oakland  
Berkeley Marine Center, Berkeley  
Boater's Friend, Berkeley  
Scandinavian Marine, Berkeley  
Nau-T-Kol Marine, Richmond

**AMERICAN BATTERY**

Hayward, CA (415) 881-5122

## THE ULTIMATE IN SLEEPING COMFORT!

### WOOL FUTON MATTRESS COVER

Cozy & Warm - A Natural Moisture Barrier

### CUSTOM FITTED FLANNEL SHEETS

Make that Bunk-A-Bed

**TAILWIND NAVIGATION (415) 521-4310**

2236 Mariner Square Drive, #24 • Alameda, CA 94501

## CABLE MOORE / FAMET MARINE

RIGGING • HARDWARE  
CHAIN • ANCHORS



QUALITY EQUIPMENT • LOW EVERYDAY PRICES

2900 MAIN STREET • ALAMEDA, CA 94501

**(415) 522-2191**

HOURS: MON-FRI 8-5; SAT 8-4

## William J. Cryer & Sons A Professional Boatyard Since 1889

A Full Service Boatyard Offering:

- 3 Marine Railways
- Capacity to 125 Tons 95' Length •
- Complete Machine Shop - Certified Welding •
- Sandblasting • Painting •
- Valve/Machining Repairs •

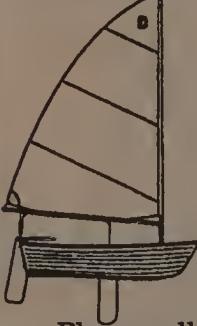
Serving:

Pleasure • Commercial Vessels • Wood • Fiberglass • Steel

1899 Dennison, Oakland

**(415) 533-5270**

## PBJ DORY CO.



Sailing Dinghies • Row Boats  
8 and 10-ft Dover Dory  
PBJ 13 • Swampscotts  
Peapods • Norska

Available at:  
The Boaters' Friend, Berkeley,  
(415) 848-4024

Please call or write for further information:

**PBJ Dory Co. (805) 528-0339**

335 Quintana Rd., Morro Bay, CA 93442



## Alameda's Finest Yacht Harbor

Compare  
Our Rates

**(415) 522-9080**

1535 Buena Vista  
Avenue  
Alameda,  
California 94501



Leading Manufacturer of  
Marine Flotation Since 1958.

**PolyPontoon**

HISTORY: Over 15 yrs of use in  
more than 100 marinas.

SIZE: Over 25 different standard sizes  
plus custom sizes

The PolyPontoon is an unsinkable combination of polyethylene covering over a polystyrene foam block. The PolyPontoon is not affected by gasoline, oil, all petroleum solvents, as well as marine borers and pests.

**POLYPONTOONS • POLYSTYRENE FOAM • DESIGN SERVICE**

**Pelafloam Inc. (415) 233-5929**

1732 Wright Avenue, P.O. Box 36, Richmond, CA 94807

# PRODUCT HIGHLIGHTS



## **Seat Savers**

Double stitched bean bag, 100% Sunbrella® fabric. Mildew and fade resistant, water repellent, lightweight (10 lbs), 3' diameter, closed cell Polystyrene, double zippered, floats, insulates against heat or cold.

Color: Pacific Blue (custom color available)  
\$89.00 + \$5.00 postage/handling.  
3-4 weeks delivery  
C.O.D., check or money order to:

**Seattle Select**  
2030 Dexter Avenue N. #200  
Seattle, WA 98102  
(206) 286-1122 "Connections"

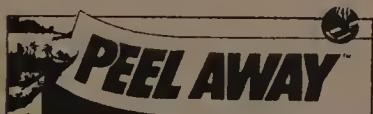
*Dealer Inquiries Welcome*



## "CHAIN MATE" PATENT PENDING

- ... Scrubs in and around chain or nylon warp, clear of vessel
  - ... Effective on: Chain 1/4" through 1/2"  
Rope warp 1/2" through 1.1/4"  
Also cleans shank of the anchor
  - ... "Chain Mate" floats and is compact and stowable
  - ... Brushes are readily available and easily replaced
- Great gift for the Skipper
- Price: \$49.95 plus tax and shipping

**"Chain Mate"**  
Suite 150, 1001 Bridgeway  
Sausalito, CA 94965  
(415) 927-1534



## **PEEL AWAY™**

### *Outstrips All Other Paint Strippers*

Revolutionary new paint stripping system strips up to 30 coats of paint in one application.

Peel Away was invented and developed in England for the tough housing restoration market. Now manufactured and distributed in the U.S., it is also ideal for the marine market. Peel Away is excellent for stripping away bottom paint or boat restoration on wood, steel or fiberglass, all without sanding or scraping.

Call or write for further information  
Dealer Inquiries Invited

## **Dumond Chemicals**

1501 Broadway  
New York, NY 10036  
(212) 869-6350



## **Tuff Luff Headstay System**

The Tuff Luff headstay system is the fastest and easiest way to set and change headsails. The unique one-piece, double groove extrusion combines simplicity of design with superb engineering. Tuff Luff is easily installed, lightweight, aerodynamic and maintenance free. The double grooves provide a smooth track for both sails, and the one-piece extrusion eliminates sections that could cause jams. For product literature and sample contact:

**TuffLuff/Eracorp**  
15001 Minnetonka Industrial Road  
Minnetonka, MN 55345  
(612) 936-0000

## **PACKABLE FUN!**



### **Parafoil Kite** **\$24.50**

Postage Paid (in U.S.A.)

- 19" x 29" nylon kite & bag
- No struts, stores anywhere
- No assembly, ready to fly
- Handle, 300' 50-lb. test line & extra tail included

VISA, Mastercard, AmExp & checks accepted. Allow 2-3 weeks for delivery.

720 Front St., #220-D  
Santa Cruz, CA 95060  
(408) 429-9009



## *The World's Best Battery and DC System Monitor*

New! DCM 2000 is the most advanced battery and DC system monitor on the market today. All the information necessary to safely and efficiently monitor and operate your DC system.

### DISPLAYS

- Battery AMP hours available
- Time until batteries are empty or full
- Increase or decrease of amperage or volts
- Temperature of 2 batteries or 2 auxiliary charging sources
- Percentage of battery capacity (amp hours) remaining
- Actual output amps of alternator or other charging device

## **Balmar® Products, Inc.**

1537 NW Ballard Way,  
Seattle, WA 98107  
(206) 789-4970  
FAX (206) 784-0878

## SAUSALITO'S GOLD COAST



### SCHOONMAKER POINT MARINA



#### DAVE GARRETT SAILING

- PROFESSIONAL SAILING LESSONS
- FINE YACHT CHARTERS
- SAILING CLUB

SAUSALITO • (415) 331-3364  
REDWOOD CITY • (415) 367-0850

#### WATERFRONT C. A. F. E.

DOCK AND DINE ON THE BAY  
IN SAUSALITO

(415) 332-5625



#### Now LEASING

Berths • Waterfront Office/Shops • Hoist • Dry Storage  
85 Liberty Ship Way, #205, Sausalito, CA 94965

(415) 331-5550

## Forbes Island Tours



When did you last have dinner on the  
World's only Tropical Floating Island?  
Dinners or Private Charters 331-6466

#### DINNER ON FAMOUS FORBES ISLAND

A wonderful fantasy evening is now possible on famous Forbes Island in San Francisco Bay. The world's only man-made tropical island, lovingly and carefully created by Forbes Thor Kiddoo, is sand and lush tropical gardens above, and charmingly Victorian below the water with 14 rooms that include a massive bar, open fireplace, wine cellar and art gallery.

A dinner cruise to Forbes Island is now possible beginning with transportation to the island on the "Island Queen" built in 1919 along the same lines as the famous African Queen that transported Humphrey Bogart and Katherine Hepburn. The evening includes a tour of the island, personally conducted by Forbes, champagne and hors 'd oeuvres, dinner with fine wines and entertainment. Forbes Island Dinner Tours are to be savored as a unique, romantic experience. The all-inclusive price is \$100. per person. Reservations required and capacity is limited each evening Wednesday through Sunday. Call [415] 331-6466.



# LETTERS

(619) 434-5585

F. Kelly — Love your name! Don't have a brother named Huck, do you?

Sorry, but we have neither a phone number or address for the 'Clam Man'. It's a real stab in the dark, but you might just write to "Neil Skinner, The Giant Clam Man", Marshall Islands. We can't guarantee it will get to him, but stranger things have happened.

We've also printed your address in the reasonably good chance that one of our readers knows how to get in touch with him.

## ↑↑THE PHENOMENAL ASSISTANCE OF ERNIE LANDES

Whenever I was lucky enough to pick up a free copy of *Latitude* in the Pacific Northwest, I would dream about doin' Baja and cruisin' west like everyone in *Changes*. When West Marine in Seattle started charging two bucks per copy this summer, it was all the incentive I needed to head south.

After an exciting trip down the coast, my wife Candace and I were ready for some warmth and relaxation. Everyone suggested we 'head to the Delta', so that's just what we did.

While bumping around in the mud and cursing the hallowed but shallow cruising grounds of the interior Californians, we found ourselves in a real sticky situation. Unfortunately, I had pulled the stock of a gigantic 40-lb Danforth through the prop aperture, causing our motor to come to an abrupt, immediate, crunching halt. The flukes of this forgotten monster were on the starboard side while the stock was protruding out the port side. Tightly wound around the prop shaft was about six feet of half-inch polypropylene line.

Apparently the polypro line had floated up to my prop, wound around the shaft, and pulled the anchor up and around the prop, causing the motor to stall.

My attempts to cut the line weren't very successful, since asthma had shortened the time I can stay below to perhaps only 15 seconds. But now the good part of the story. Ernie Landes of Los Altos dinghied over to find out what was wrong. In no time he borrowed my mask and started making multiple dives. Finally, after at least 30 dives of approximately one minute each — and some help from his friend Don Smith — he freed the anchor and polypro line from our prop.

Thanks again Ernie, for your phenomenal assistance.

Bob Richardson  
Baba 40, Baba BarAnn

Bob — Thanks for the letter.

As for you Ernie, if you'd drop us your address and shirt size, we'd like to send you one of our T-shirts. Nice going!

## ↑↑CLASSIC, HISTORICAL CONFLICT

In the September issue of *Latitude*, Karen Topakian, the Greenpeace Disarmament Campaign Coordinator, writes naively, innocently, and incorrectly about the United States Navy, nuclear weapons, and San Francisco's Fleet Week celebration. I must answer.

Karen, you say, "... The U.S. Navy carries over 9,000 nuclear warheads on its surface ships and submarines worldwide." I don't know where you got that number, but it seems rather high to me when you consider that in the entire Navy there are only about 100 platforms capable of launching a nuclear warhead. The following may be of interest to you:

The only surface ships in our Navy that have a nuclear capability are the major capital ships: battleships, cruisers and Spruance class destroyers. Some submarines also have the capability. Aircraft carriers, in and of themselves, do not have the capability. As far as the weapons go, do you really believe that, as you say, "... most of these (weapons) are not subject to any form of arms control (and)

WHALE POINT MARINE SUPPLY CO

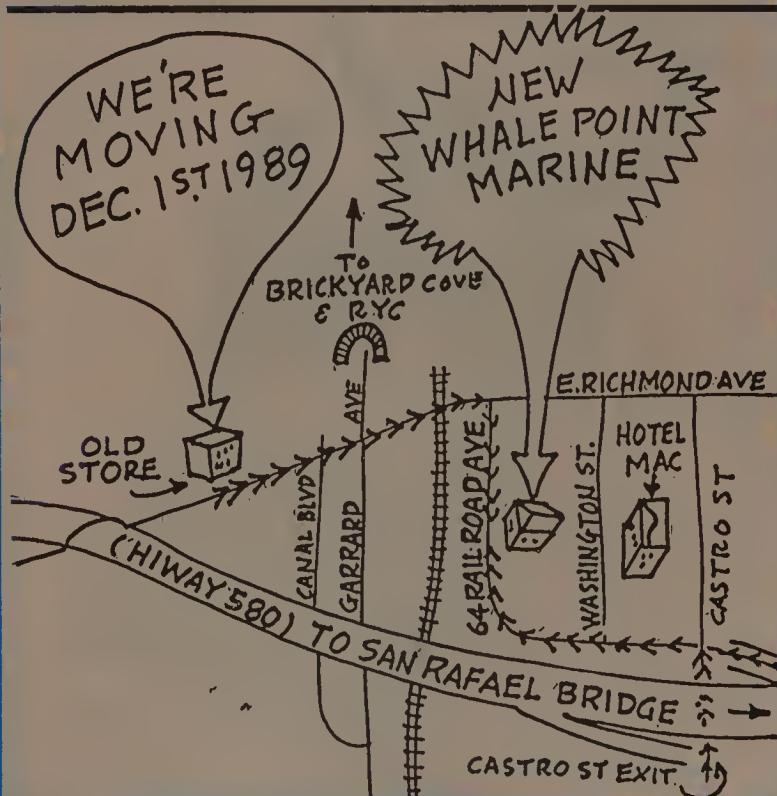
# MOVING SALE

## 20% TO 50% OFF

ALL PAINT — 20% TO 50% OFF  
ELECTRONICS (IN STOCK) — AT COST!!

FENDERS (LIFETIME GUARANTEE) — 40%  
FOUL WEATHER GEAR — BIG SAVINGS!  
TIMBERLAND SHOES — 40% TO 50% OFF  
CLOCKS AND BAROMETERS — 30% OFF  
AND MUCH MORE!!

DISCOUNTS OFF MANUFACTURER'S LIST PRICE.  
IN STOCK ITEMS ONLY.



WHALE POINT MARINE SUPPLY CO



RICHMOND

110 WEST CUTTING BOULEVARD  
HIGHWAY 580 (FORMERLY HIGHWAY 17)

(415) 233-1988

OPEN 9-5; WEDNESDAY TIL 8; SUNDAY 10-4

**HAVING A BAD DAY?  
WE'RE THERE WHEN  
YOU NEED US MOST!**

*Boettcher and Murray  
Ocean Marine Insurance Agency*

## **YACHT INSURANCE**

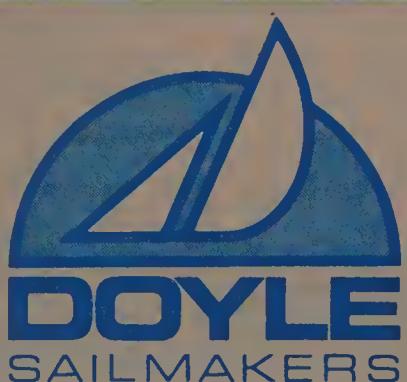
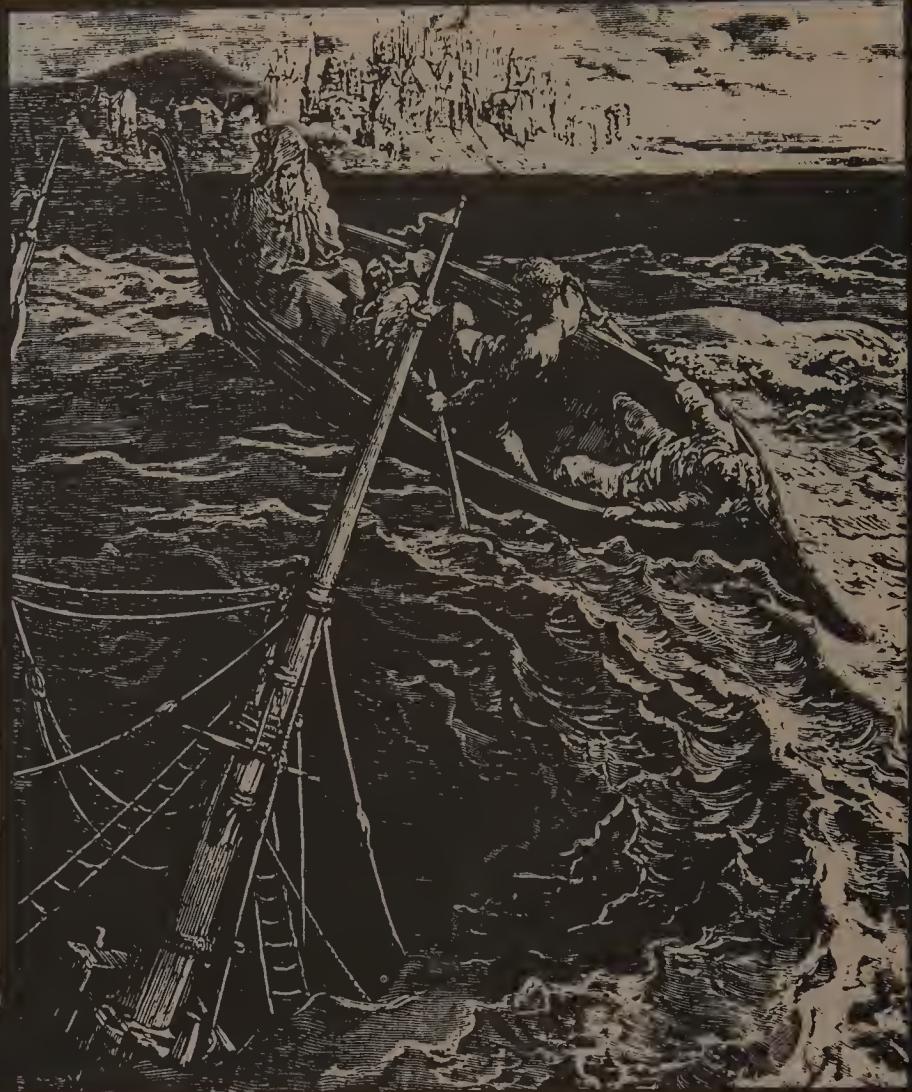
"Correct Coverage for the  
Lowest Premium"  
**(800) 343-4292**

Buzz Boettcher

Phil Murray

Brett Gregr

**YOUR FOUL WEATHER FRIENDS!**



**Elliptical Loading For  
Super-Fast Design.**

**Quicksilver For Optimal  
Roller Furling Headsails.  
StackPack For Mainsails.**

**Cruising Spinnakers For Mexico.  
Conversions And Repairs**

Call Michael Rogers  
804 Kennedy Street

San Diego  
(619) 226-2131

Oakland  
(415) 533-6980

Newport Beach  
(714) 675-0982

## **DONATE YOUR BOAT TO THE SEA SCOUTS**

### Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in sea scouting. Sea Scouts are looking for any craft, power or sail, in serviceable condition.

CALL US TODAY.

**STANFORD AREA COUNCIL  
BOY SCOUTS OF AMERICA**

Ask for Bob Dillard

**(415) 327-5900**



# LETTERS

lack critical safety features to prevent accidental or unauthorized launching ...? Would not the accidental or unauthorized launching of a nuclear warhead be newsworthy? How many of these 'accidents' have you read about in the press? Surely you don't believe such news would be suppressed.

You go on to say, "...the most common form of naval accidents are collisions and fires." And that, "... 41 % of the west coast naval accidents occurred in ports such as San Francisco." And that, "... 1,276 naval accidents (occurred) from 1948 - 1988." Forty-one percent of 1,276 is more than 523. Do you believe that there have been 523 collisions and/or fires in west coast ports caused by naval vessels during this timeframe? Astonishing figures! And what does this have to do with nuclear weapons?

Karen, you are right about one thing: that Fleet Week activities will bring sailors into San Francisco. You should be happy that these sailors are ours and not those of some hostile power. But, let me ask you this: Do you know who these sailors are? They are some of the 581,759 young men and women in our Navy throughout the world who wear the uniform and serve our country and keep the peace so that you can openly protest against your government's actions.

Do you realize that the Navy's presence is necessary because our country — yours and mine — is involved in a classic, historical conflict with the other major world power, the Soviet Union? Do you realize that this conflict involves — for the first time in history — a two nation contest for *global* predominance? Well, that is the case, and further, this contest is but the latest in a long series of prolonged major rivalries. In the 16th century, the contestants were Spain and Portugal; then in the 17th century it was the Netherlands and France; then Britain, then France, then Germany in the 18th, 19th and early 20th centuries. Now it is the United States and the Soviet Union.

Like it or not, naval power is one of our primary means of exercising our national will in this contest. From the Middle Ages, naval power has been the primary instrument for exercising global military reach. And this we must do because our present task in this struggle is not to lose in the military competition we are engaged in with the Soviet Union, so that we can prevail in the geopolitical competition which is part and parcel to this struggle. We need our Navy to make this task become a reality.

We are, in a sense, the successor to Great Britain and, earlier Spain; while the Soviet Union is the successor to Nazi Germany and, earlier, Imperial Germany and Napoleonic France. History and reason dictate that to neutralize Soviet military power we must maintain a strong enough military capability to protect us and to demonstrate the American will to all.

I know that such talk is aberrant to you and your fellow Greenpeacers' philosophy, but your philosophy ignores the fact that this nuclear arms race is the product of a deep, historically-rooted political conflict that will not go away just because we — as you would like — unilaterally disarm ourselves.

We Americans tend to view peace as natural and war as abhorrent. We have a yearning for world peace and, if you will, for worldwide democracy. This view is commendable except when it is prostituted to say that disarmament is a shortcut to peace. Pacifism is a natural corollary to our democratic condition because it reflects our popular rejection of violent solutions in settling disputes. But you, in your approach — the advocacy of unilateral disarmament — are closing your eyes to reality and hurting the efforts of those who seek international arms control.

DeWitt James Griffin  
San Rafael

James — "A two nation contest for *global* predominance" by the United States and the Soviet Union? What a hoot! We got our butts whipped by a bunch of ill-equipped rice farmers in Viet Nam, and can't even get rid of a two-bit hood in Panama who doesn't have the

# FREE...

Due to popular demand, UK Sailmakers have extended their offer of a free copy of the *Encyclopedia of Sails*. It's a compact, complete course in sail technology and construction, along with information on tuning, trimming and protecting your sails.

# & EASY!

And while we're in such a giving mood, we'll make it easy for you to get something else for free . . . a price quotation on any UK sail. Just write, call or fax our loft. We'll send you a price quote as well as a free copy of the encyclopedia. All we need to know is the kind of boat you have, rig dimensions (I.J.P.E.), your name, address and phone.



**1 (800) 229-6105  
(415) 331-1028**

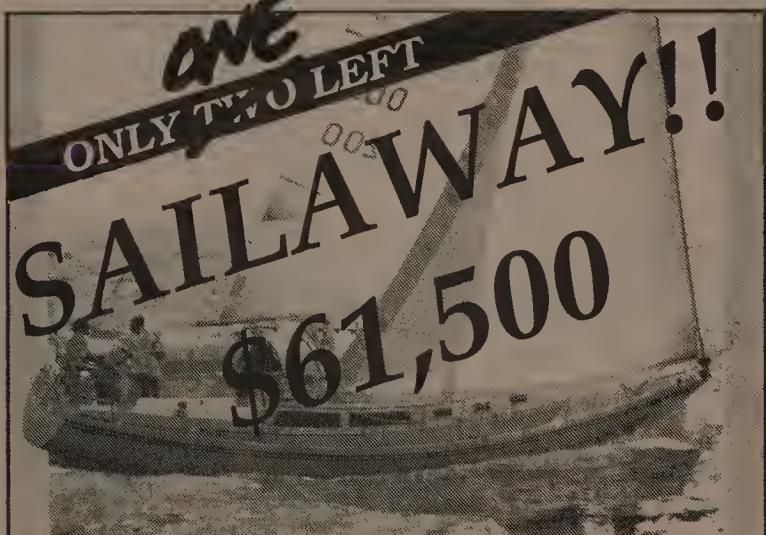
67 Liberty Ship Way  
Sausalito, CA 94965  
FAX (415) 331-7137

**Catalina Yachts**  
THE SAILOR'S CHOICE

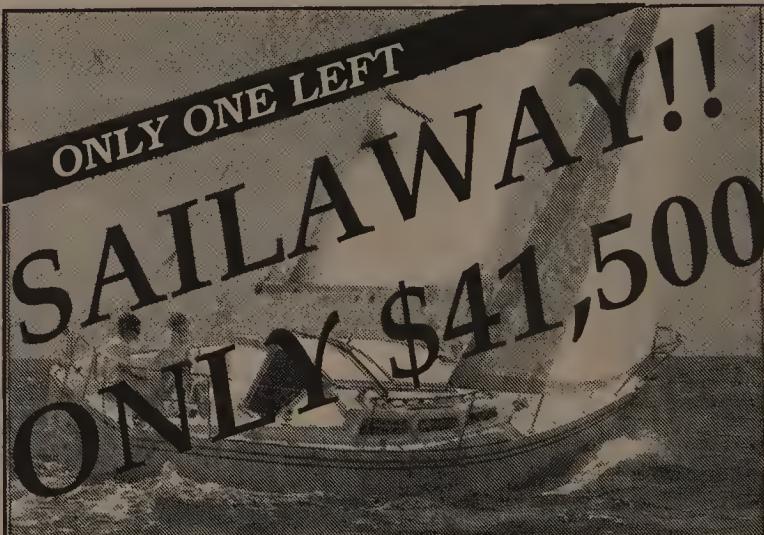
**DEALER**

# **INVENTORY CLEARANCE**

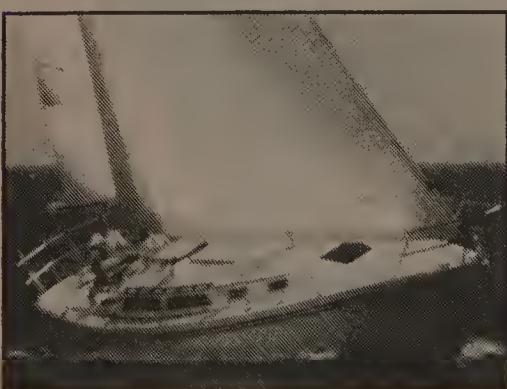
*Only Three Boats Left of 1989 Inventory. We must Cut Costs and Sell Now!!  
Call Now! This is the Last Chance to Buy these Boats at Major Discounts*



**CATALINA 34**



**CATALINA 30**



**CATALINA 30:** One of the best of the worlds most popular 30-ft family cruiser. This 1983 model has had one owner who cared for her with obvious pride. She is immaculate, well equipped, has a diesel engine and is ready to take you sailing. If you're looking for a great brokerage opportunity on a Catalina 30 give a call. Offered at only \$32,500.

SELECTED BROKERAGE	
Moore 24 SC .....	\$11,900
Ranger 23, w/trlr .....	\$ 9,200
Ranger 26, '77 .....	\$ 9,995
Cal 2-29, dsl, new epoxy bttm	\$21,500
Cal 2-29, dsl, tabernacle mast	\$22,900
Catalina 30, '83, diesel .....	\$32,500
Cal 31, '79 .....	\$36,900
Cal 33, '88, \$105K invest.. Ask	\$79,500
Ranger 33, '76 w/slip .....	\$38,500
Doug Peterson 34-ft, '82 .....	OFFERS

#### DEALERS FOR

CATALINA YACHTS • CAL YACHTS • HOBIE CAT • AND MONTEREY BAY'S FINEST BROKERAGE  
O'NEILL YACHTS — PROVIDING CONSISTENT QUALITY BOAT DEALERSHIP FOR MONTEREY BAY

# **O'NEILL YACHTS**



2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062 (408) 476-5202

# LETTERS

support of a third of his people. The Russkis got thrashed by a bunch of shepherds in Afghanistan, and their whole empire has come apart at the seams. Sometimes you have to wonder if either of the so-called superpowers could even suppress a group of cane-swinging little old ladies.

You say, "From the Middle Ages naval power has been the primary instrument for exercising global military reach". But that was then and this is now. The Falklands War and Tom Clancy novels have demonstrated that surface ships are now little more than expensive sitting ducks.

Having said all that, we must confess we're still big supporters of the Navy. After all, it keeps nearly half a million young men and women in clean clothes, decently groomed, behaving politely and off the streets. The Navy also teaches them discipline, and gives them a shot at an education and seeing the world. For some rural and ghetto kids, to whom a college education is about as likely as Daniel Ortega dating Barbara Bush, the Navy is often the last good chance they'll have at getting ahead in the world and/or keeping off crack. And that's important because the real threat to the United States is not military, but that we're rotting from the core, the victims of our own wealth, lassitude, and lack of vision. The Navy may not be the most cost effective social program in the United States, but there are plenty worse.

As for the nuclear weapons flap, we suggest nobody get their knickers in a twist. We have it on good authority that the Navy really only has two or three actual nuclear weapons. After the first three nukes were delivered, unscrupulous defense contractors switched over to wind-up toys disguised as nukes. The Navy recently became aware of the fraud, but Congress has asked them not to break the news to the populace until there's been time for the HUD and Savings & Loan scandals to blow over. After all, one crumbling superpower a year is just about all humans can handle.

## HARD TO ACCEPT "NO CHARGE"

Last evening, compliments of the U.S. Coast Guard, I experienced my first truly proverbial "Free Lunch". And somehow, (don't tell Washington) it was too much lunch, and it was too free.

Maybe I have been too conditioned to being inundated by "fees", but on what was supposed to be a short evening cruise on a newly acquired powerboat, the motor died due to contaminated fuel and refused to start. We were left to drift, at just about slack water, looking at a rapidly developing 4.2 knot ebb. It wasn't a life-threatening situation, but certainly one of growing concern.

We called "Coast Guard San Francisco" on 16 with a handheld radio (the boat had no permanent radio), then switched to 06 for a working channel. About 35 minutes later, three young men in an orange hard-bottom inflatable came charging up to our rescue.

Pertinent information was exchanged, and then they were on their way. This morning, in the familiar surroundings of my office, I am finding it hard to accept that all of it was "No Charge".

Thank you, Coast Guard, wherever you may be!

Joseph S. Colletto  
Tiburon

## THE BIG WASTE IN SACTO

The second best thing about sailing the Bay or Delta is rafting our Catalina 27, *Susandra*, in 'Bedroom Three' of Potato Slough with our good friends Scott and Barbara Fenley and their Balboa 27, *All Ours*. Scott and I read *Latitude*, discuss boats, and dream about the 'somedays' to come. But a funny thing happens around the first of every month; we have a contest to see who can get the latest copy of *Latitude* first and boast, "I picked up an extra copy for you!" See, we're landlocked in Sacramento until the weekend comes. O.K., no Big Waste!

Usually I pick up my copy of *Latitude* at Marine Specialties in West Sacramento. Dirk is always there with a smile. After some

# Sailing on



## Dry Land

When you can't get on the water, bring the action, excitement and thrill of sailing to life with SAILING QUARTERLY VIDEO MAGAZINE. Each 60-minute issue gives you a close-up view of exciting racing action and fascinating cruising destinations such as the Channel

Islands, Great Lakes and Tahiti. Plus you'll learn valuable tips and techniques from some of the world's best sailors, like Don Street, Robert Perry, Tristan Jones and Hal Roth.

It's the best sailing you can do on dry land.

"Sailing Quarterly is by far the most in-depth and superior sailing video available today. We're so sure that you'll agree that it's the most progressive way to learn our sport that we offer a 10-day money back guarantee."

Your host,  
Gary Jobson

## Call Today

1-800-255-5550, ext. 651

Mail to:

Sailing Quarterly Video Magazine  
1623 Race Street, Denver, CO 80206 USA  
303-393-1218

Please send me  Single issue \$29.95\*  
 1 year subscription (4 issues) \$99.95  
 2 yrs. \$169.95  3 yrs. \$249.95  
 more information

FORMAT:  VHS  
 BETA

Enclosed is my check or money order (US\$) for \$ \_\_\_\_\_

Please charge my



Card Number

Exp. Date

Signature

Name

Address

City

State

Zip

Home Phone

Work Phone

Please send Sailing Quarterly as my gift to:

Name

Address

City

State

Zip

Canada & Mexico add \$15.00 US/year (\$4.00 for single) for shipping. Other foreign orders add \$39.00 US/year (\$13.00/single). CO residents add 3.5% sales tax.  
\*add \$3.00 for shipping/handling.

A-1

**SAILING**  
**QUARTERLY**  
VIDEO MAGAZINE

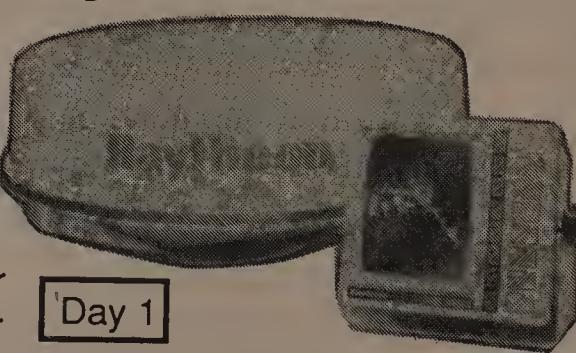
The Perfect  
Gift

*On the Ten Days of Christmas  
My Crew Will Give To Me...*

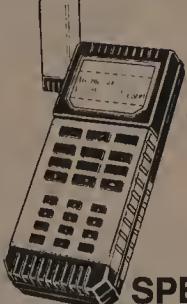
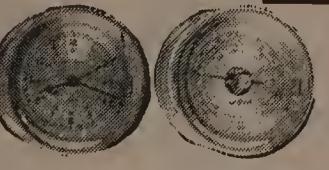


**RAYTHEON  
R10**

The Most Popular  
Small Boat Radar  
on the Market    **CHRISTMAS SPECIAL \$1695.**



Day 1

 <p><b>MAGELLAN GPS NAV 1000</b> <b>SPECIAL \$2650</b></p>	<p>Day 2</p> <p><b>INTERPHASE</b>  <b>LORAN C</b> <b>SPECIAL \$299</b></p>	<p>Day 3</p> <p><b>TANDY</b>  <b>TV antenna</b> <b>SPECIAL \$109.</b></p>
<p>Day 5</p> <p><b>INTERPHASE</b> Sportsman - A Fishfinder <b>SPECIAL \$269.</b></p>	<p>Day 6</p> <p><b>KVH</b>  <b>DataScope™</b> <b>SPECIAL \$359</b></p>	<p>Day 7</p> <p><b>RITCHIE</b> All Compasses In Stock <b>35% OFF</b> </p>
<p>Day 8</p> <p><b>SETH THOMAS</b> Brass Clock + Barometer <b>SPECIAL \$99.95</b></p>	<p>Day 9</p> <p><b>ICOM</b> 6 watt Handheld VHF  <b>M11</b> <b>SPECIAL \$389.</b></p>	<p>Day 10</p> <p><b>STEINER</b>  <b>7X50</b> Commander w/compass  <b>SPECIAL \$595</b> <b>FREE HI-SEAS JACKET W/PURCHASE</b></p>



ALAMEDA  
FT OF PARK ST. BRIDGE  
TUES-FRI 11-6  
SAT 11-2  
(415) 865-3777

**Johnson Hicks**  
MARINE ELECTRONICS

SANTA CRUZ  
333-C LAKE AVE.  
MON-FRI 8:30 - 5:00  
(408) 475-3383

# LETTERS

chit-chat, I'm out the door with my extra copy, for you see, the race is on. Unfortunately, Scott usually wins these races. I think he must know somebody somewhere. O.K., though, no Big Waste!

Then last September 3 or 4, I was driving down Howe Avenue in Sacramento and saw a UPS truck stop at Hoigs Marine. I didn't know if Hoigs got *Latitudes* or not, but if they did I could hear myself saying, "Scott, you lose!" I went into Hoigs, saw a freshly delivered box of virgin *Latitudes*, and proceeded to open that box and take my copy — as well as a 'winner' copy for Scott. I went out the door a happy camper. But later that night when I saw Scott, he'd already read a bunch of the magazine, so I still lost! Damn that somebody who supplies him. Still, no Big Waste!

Then came October 5 when I was driving down Howe Avenue again, saying to myself, "Hoigs, Hoigs, I'll stop in and get my *Latitude*. It's only been one or two days, they should still have some left." I looked high and low inside the store, could still couldn't find any copies. When the clerk got off the phone after three or four minutes, I asked if they'd already run out of *Latitudes*.

"What's a *Latitude*?" he asked.

"The monthly sailing rag from the Bay Area, about so thick," I answered.

"Oh, the one with all the sailboats for sale in the back?" he said with a sneer. Then he grinned and said, quote, "I trash them as soon as they come in. I don't advertise in it. Why should I advertise for someone else? No, they go right to the trash bin!"

With my mouth hanging down to my chest, I managed to say, "I got mine here last month." But then I came to my senses. UPS had dropped it at the door, I had opened the box . . . it didn't take a genius to figure the rest. I turned and walked out of Hoigs, head down, mumbling a bunch of things like "I don't believe it! Stupid move on their part. We're 78% sailors, but we still like to water ski, fish and sometimes go *real* fast on the water. But Hoigs won't see the other 22% of us. No, we'll patronize someone with a little more insight. What a Big Waste!"

I know it's a dog-eat-dog world out there in the retail world, but this guy at Hoigs must think he has milkbone underwear on or something in order to do such a thing. What a 'Holier than thou' attitude! If they don't stop the ridiculous waste on their end, stop it at yours. Let October 1989 be Hoigs' last attempt at becoming an NBA Sacramento King with the slam-dunking of your magazines.

From now on I'll be picking up my copies of *Latitude* back at good old Marine Specialties, with Dirk, his smiling face and nice chit-chat. He doesn't advertise in *Latitude* on a regular basis either, but he still has them for *Latitude* lovers. Dirk closes up at 5 pm, but he'll leave four or five copies in his mailbox for sailors who can't drop by until after hours. Thanks, Dirk!

Richard & Robyn Wilcox  
• Susandra, Catalina 27  
West Sacramento

Richard & Robyn — There must be some mistake, we can't believe any marine business would be that nasty or wasteful. But we'll check it out.

If anyone doesn't want to distribute the magazine, that's fine with us, because there are plenty of other retailers eager to get more.

As for the two of you, there are T-shirts on the way to you for looking out for our interests.

## ↑↑SOME DERSERVE PRAISE, SOME A PADDLING

On September 18, during the 8th annual Sea Trek paddling race around Alcatraz and Angel Island, 24 participants were rescued from the choppy 'Maytag' water west of Alcatraz after their outrigger canoes were swamped. Newspaper and television accounts of the rescue gave credit to "the Coast Guard and others for plucking the survivors from the water".

Those of us monitoring VHF 16 & 22 heard the facts: Mongoose,

COMPLETE WELL STOCKED CHANDLERY AT YOUR SERVICE

We Paint Your Bottom

Highest Quality Repairs Of All Kinds

- Fiberglass    Wood    Steel
- Aluminum    Mechanical
- Chandlery    Electrical
- Detailing
- 60 Ton Capacity Travel Lift

San Leandro Marine Center

Mon-Sat 8-5  
80 San Leandro Marina

351-8800

## CUTTER'S

### QUALITY WOODS & BOATWORKS

The Bay Area's Leading Wooden Boat Specialist  
Traditional or Contemporary

Hulls, Decks, Interiors, Rigging, Painting,  
Copper Bottom Fabrication

Continuing a family tradition,  
Eric Ashford brings seven generations of boat building expertise and craftsmanship from Port Townsend, WA. Currently completing restoration of the 72-ft Cutter *Aeolus*, built in 1905. If you're looking for museum quality restoration, stop by and have a look — work in progress. We'd also love to discuss your project.

Your Source for Air-Dried Woods:  
Fir, Honduras Mahogany, Cedars, Spruce,  
Teak, Bending Oak, etc. 100% guaranteed.

LOCATED AT SAN LEANDRO MARINE CENTER  
ASK FOR SCOTT  
(415) 351-8800

**PACIFIC  
YACHT  
IMPORTS**  
Introduces the  
new Tayana V42  
Pilothouse



**Principle Dimensions**

LOA	41'9"	Sail Area	942 sq ft
LWL	32'5"	Draft	5'10"
Beam	12'6"		

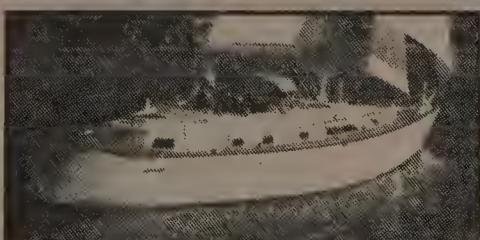
**TAYANA**

## **PACIFIC YACHT IMPORTS**

- OFFER MORE SERVICES
- CUSTOM INTERIOR DESIGN UNIQUE TO YOUR NEEDS
- UPGRADED EQUIPMENT EXCLUSIVE TO PACIFIC YACHT IMPORTS
- AFTER MARKET GEAR AT DEALER'S COST
- FACTORY INSPECTIONS BY OUR U.S. REPRESENTATIVE
- CUSTOMER INSPECTION AT FACTORY INCLUDED
- FACTORY DELIVERY TO ANY PORT OF CALL
- LEASE BACK/CHARTER PROGRAM AVAILABLE

Pacific Yacht Imports knows each customer has specific needs for their yacht. Interior design from cruising to liveaboard, deck equipment for single handling or group encounters of the worst kind. Call or visit us to discuss your specific needs for your next boat.

## **TAYANA YACHTS**



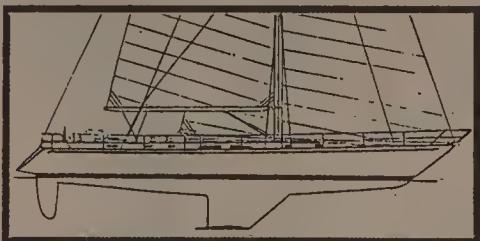
**TAYANA 47.** The newest of the Perry designs, Base Price \$192,000.



**TAYANA 52.** Robert Perry's favorite design, that's why Lowell North is cruising his Tayana 52 in the South Pacific. Center cockpit, Aft-cockpit, Base Price \$229,000. OVER 70 BOATS BUILT.



**TAYANA 55.** The most luxurious 2 or 3 stateroom models available in the world. Base Price \$270,000. OVER 60 BOATS BUILT.



The new **TAYANA 65.** The ULTIMATE in offshore Performance Cruising. Center or Twin Cockpit. 15KW diesel generator, Grunert refr., microwave, windlass. Base Price \$570,000.

## **PACIFIC YACHT IMPORTS**

15 Embarcadero Cove  
Oakland, CA 94606

**(415) 533-4244**

FAX (415) 865-6243



# LETTERS

with John Kostecki; Poquito, with Marty and Betty Rosenthal; and a third private vessel were on the scene and got everyone onto their boats. Some survivors were taken by Mongoose and put ashore on Alcatraz. Some were transferred to a later arriving Coast Guard vessel. Nine others were brought back to Schoonmaker Point, where they had departed two hours before, by Poquito.

None of the paddlers wore a lifejacket, although there carried them in the outriggers. Many suffered from hypothermia. The bailer for one six-man canoe was half a bleach bottle!

The Rosenthals as well as the skipper and crew of Mongoose are to be commended for their actions and quick response. The Coast Guard and media should have given credit where it was due.

Howard & Janet Hill  
Teasel  
Cupertino

Howard & Janet — Your letter, like that of Joseph Colletto, arrived just after the deadline for our last issue. While they may be a little out of date, both are as relevant as ever.

As for the people with the paddles, we're glad they're safe, but hope they have learned that there are plenty of times when discretion would be the better part of valor during 'Maytag' conditions on the Bay.

## ↑↑SUCH WIT AND PERFECTION

What a great job you're doing with your magazine. Jesus, would we be lost without you! Your coverage of racing, cruising and other sailing specialties is just too, too much.

And your sarcastic answers and comments in Letters — God Almighty, who is it in your organization who is blessed with such wit and perfection? The way you set straight some of the 'dummies' — why it's sheer genius! You people must be true sailors to sort the 'scum' from the 'commodores'! I would bet there must be centuries of experience on your staff.

Keep up the good work, and the next time some idiot challenges the true 'yachtsmen' of the Latitude 38 fraternity, put a white deckshoe to them for me.

Saus A. Lito  
Northern California

Saus — You're being too, too kind. Actually we can't take credit for the "wit and perfection" of the responses to Letters that are indeed the result of "centuries of experience". You see, we 'channel' directly from the spirit of Captain Bligh and as such have no control over his ripostes. It's true that Bligh, as a result of his common birth and difficulty with irresponsible dandies such as Fletcher Christian, did and still does get testy at times. But remember, he always did what he believed was best for his men — even if it meant having them flogged at the mainmast!

## ↑↑THE EXTRA ELEMENT GETS THE WATER, TOO

I just wanted to correct your information on the Baja Fuel Filter. Pacific Marine Supply sells an extra element that fits in the filter and will not pass water — only fuel! Pretty sharp, huh?

Lorraine and I — who some may remember left Berkeley on our Columbia 30 for a couple of years of cruising in Mexico — are still in San Diego and still working seven days a week (one day at Pacific Marine Supply) to build up the cruising kitty. But we've had just about all the fun we can stand in San Diego, and plan to take off cruising again in 1991.

As I write this, we're preparing for the annual Pacific Marine Supply Cruiser's Kick-Off Party, and it's tough watching all these people headed south while we remain land-locked. But our time draws near.

Robert Coleman  
San Diego

# \* Sabre's PAY and PAY BIG IN CHARTER

Any boat will allow tax write-offs, etc., but only Sabre's have the Edge

- High Quality
- Low Maintenance
- High Desirability

Olympic Circle Sailing Club  
Says

We Want Sabre's NOW!

Call for details — Sabre's in Charter  
— The BEST business decision you can make . . . and still have Fun!

6th Annual Sabre Rendezvous and  
San Francisco Bay Regatta  
Saturday, November 4th. Open House  
10 am-2 pm. Come See The Best —  
Sabre Yachts — At Our Docks

For Quality Used Boats,  
See Our Ad in the  
Brokerage Section, Page 172

CHARLES THOMSON YACHTS

2 Locations To Serve You

ALAMEDA MARINA  
1917 Clement Avenue  
Alameda, CA 94501  
(next to Svendsen's Boatyard)

(415) 865-3662

WILLOW BERM MARINA  
140 Brannan Island Road  
Isleton, CA 95641  
(next to Moore's Riverboat)

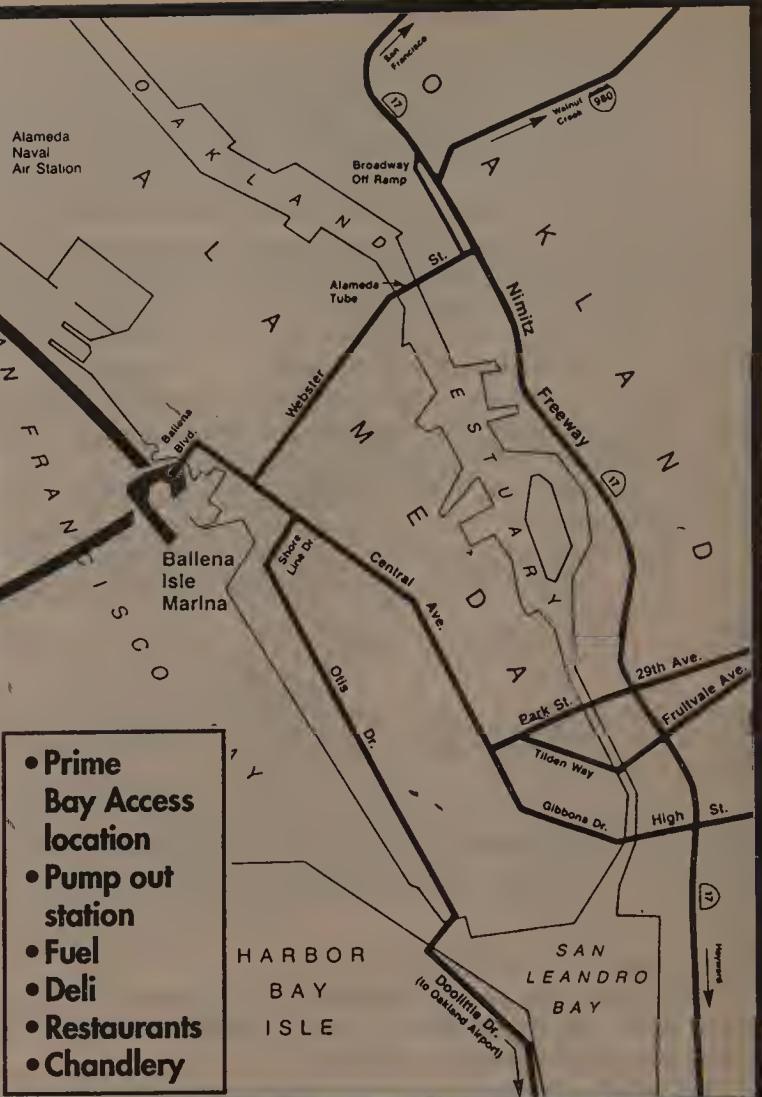
(916) 777-6334



**FREE FOURTH MONTH!!  
CALL FOR DETAILS!!**



**Ballena Isle Marina**  
1150 Ballena Blvd., Alameda, CA 94501  
**800-675-SLIP**  
**(415) 523-5528**



- Prime Bay Access location
- Pump out station
- Fuel
- Deli
- Restaurants
- Chandlery



10% OFF  
WITH THIS AD

### NEW! UNIVERSAL TV ANTENNA MOUNT

FOR SAILBOAT MAST INSTALLATIONS

- Fits mast widths from 3 to 6 inches
- Fits Tandy and Wineguard antennas
- Constructed of type 316 stainless steel
- Includes installation hardware

*"Marine metal work — it's not part of our business — it's our only business."*

- Custom Fabrication in Stainless and Aluminum
- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Metal shearing
- Radar Mounts
- Davits
- Bow Rollers
- Exhaust Systems
- Polishing
- Electro-polishing
- Heli-arc welding
- Machining
- Pipe bending

**METAL MAGIC**  
Custom Marine Fabrication • Stainless • Aluminum

333 Kennedy Street  
Oakland, CA 94606  
**(415) 436-5134**



"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

Complete line of reinforced plastics materials

- Resin
- Epoxy's
- Mat, Roving, Cloth

**SYSTEM ONE**

Distributor for "Clark" surfboard blanks & sheet foam. Experienced consulting in all phases of reinforced plastics.

SERVING ALL YOUR NEEDS FROM OUR NEW EXPANDED FACILITIES:

1071 G 17th Avenue  
Santa Cruz, CA 95062  
(408) 476-7464

314 West Depot  
Bingen, WA 98605  
(509) 493-3464

# LETTERS

Rob — Thanks for that clarification on the Baja Fuel Filters. Normally we wouldn't have made such a mistake, but Capt Bligh, who gets channeled through in these responses, being a true man of sail, isn't too hip on engines, dirty fuel or any other junk like that.

## THE MAJORITY WAS DISGUSTED

When I contacted your offices following hurricane Hugo, it was as one journalist to another offering what limited facts were available to me at that time. It was a difficult story to get at that time, and the account in the October *Latitude* mirrors that limitation.

Unfortunately, your description of the effects of *Hugo* in the Virgin Islands is yet another example of an author slamming the U.S. Virgin Islands. Why is it those of us who have lived in the islands for 10, 15 and 20 years, and who are well aware of existing problems, have nevertheless failed to form *Latitude's* negative attitude — which comes across in almost any report on St. Thomas and St. Croix? Do you really think that if the crime situation is as bad as you've characterized it over the years, that myself and some close personal friends of yours — all of us from the Bay Area — would not come home to California?

Why continually emphasize the negative? I lost a close friend in the San Francisco 'Zebra killings' in the early 70's (shortly before I left for the Virgins in 1975 to get away from the big city hassles), but I don't tell and re-tell that incident to the thousands of yachting people who read my publications in the Caribbean and along the East Coast. Quite the contrary: I lived in the San Francisco Bay Area this past summer and enjoyed every minute of it — despite the daily reports of urban violence.

You folks operate a crewed charterboat in the Caribbean. Surely you realize that common sense — along with some shared local knowledge — can ensure the safety of any guest who goes ashore. However, those of us who have agonized over your negative slant on the U.S. Virgins can only surmise that you or someone you know was the victim of some crime here, and that it has forever tainted your image of St. Thomas and St. Croix. The only way out of such paranoia would be to live in the Virgin Islands for an extended period of time and to learn the reality of the situation.

For the most part, the people of the Virgin Islands conducted themselves with great dignity after *Hugo*, while being cut off from daily comforts which we take for granted. Imagine the scene under those conditions on Market Street or Telegraph Avenue. The looting and violence in the aftermath of *Hugo* was done by a small, hardcore criminal element — and the majority of the population on both islands, black and white, was disgusted by their actions.

The other story is now beginning: the determination of boaters in the Virgin Islands to repair the damage done to bare and crewed charterboats, so they can welcome vacationers from around the world this fall and winter. Many bareboat companies will be 90% by the time the November issue of *Latitude* is out; crewed charterboats, which take longer to repair, will be backed up by other magnificent yachts arriving in October and November from The Med, the East Coast and Florida. We hope you share the story with your Northern California readers.

Meanwhile, if any *Latitude* readers want to know more, they can call the Virgin Islands Charteryacht League at 800-524-2061.

Jim Long  
Editor/Publisher, Caribbean Boating

Jim — Rather than emphasizing the negative or positive, we feel our responsibility is to emphasize the truth. And the truth about the Virgin Islands is that it is perhaps the finest place for first-time charterers to sail in the world. We've said that many times — including in our post-Hugo charter article. That's the positive side of the truth.

The negative side of the truth — which is at least as important to

## Time to go to Mexico, and I wish I was going too!



If we can help you with any  
advice, recuts or new sails,  
please give us a call.

# HOGIN SAILS

Beautiful, Durable and Fast.  
The best cruising sails made anywhere.

## WINTER DISCOUNTS NOW IN EFFECT

New Sails  
New Covers  
Repairs

Recuts  
Used Sails  
Boardsail Repairs



In the Alameda Marina at  
1801-D Clement Ave., Alameda, CA 94501  
(415) 523-4388  
Mon-Fri 9 am to 5 pm • Sat 10 am to 2 pm

2025 CLEMENT AVENUE  
ALAMEDA, CALIFORNIA  
94501



(415)

521-1829

SAILCOVERS  
BOAT COVERS  
ENCLOSURES  
DECK AWNINGS  
HATCH COVERS  
SUNSHADES



INTERIOR  
AND  
EXTERIOR  
CUSHIONS

CUSTOM  
WORK OF  
ANY TYPE AS  
WELL AS ALL  
SUPPLIES FOR  
THE HOME  
CANVAS  
MAKER

PACIFIC COAST CANVAS IS COMMITTED  
TO DESIGNING AND BUILDING THE FINEST DODGERS  
AVAILABLE TO THE MARINE MARKET

Sailors who can afford to pay  
full price for sails  
never do...

instead, they've discovered  
Hard Sails USA

The best quality and prices in USA today  
40% less than you'd expect to pay.

A FREE Top Secret color brochure tells you  
HOW TO FLY A CRUISING SPINNAKER

...answers your questions on furling systems and how to select the right one for your boat; how and which sail to add to your inventory next (cruising or racing), and most important, explains in detail how we can offer the same quality of product and service as your present sailmaker (in many cases, better quality). That's huge dollar savings to you.

Mail the coupon below for your FREE Top Secret color brochure and register to win a free cruising spinnaker or genoa.

Win a FREE cruising SPINNAKER or GENOA  
and you could also win a PRIZES AWARDED QUARTERLY  
STORM JIB or SAIL COVER PRIZES AWARDED MONTHLY

More boats are cruising with Hard Sails USA today than any other sail in the world.

HARD SAILS  
USA

Mail this coupon or call:  
1-800-341-0126

Mail this to: Hard Sails USA, Dept. LN  
137 Preble St, PO Box 1868, Portland, ME 04104

YES, I'd like to win a FREE \_\_\_\_\_  
for my \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City, State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_

during business hours

RAILMAKERS  
SAN FRANCISCO BAY



*the finest in railwork*

RAILMAKERS SAN FRANCISCO BAY

New Address

1924 Willow Street  
Alameda, CA 94501  
(415) 521-8966

# LETTERS

anyone contemplating spending a hell of a lot of money on a distant vacation — is that the United States Virgin Islands has some terrible problems, and that individually and collectively, residents don't seem to give a damn about them. Apparently we're not alone. It's our understanding that the Norway (ex-France) has at least temporarily decided not to call on St. Thomas because the people were being too rude to their passengers. U.S. Virgin Islanders can ignore the complaints of individual charter boat owners and captains, but maybe the actions of the biggest cruise ship in the world will help them see the light.

With all due respect, we can only guess your unrealistic perception of life in the Virgin Islands is a result of your having become accustomed to an entirely different standard of behavior. What happened in the Virgin Islands after Hugo — as reported by The Virgin Islands Daily News and the San Juan Star, and as seen on CNN — bore no resemblance to dignity or civilized behavior. We don't have to imagine what would happen if similar conditions existed on Telegraph Avenue or on Market Street; they did after the recent Loma Prieta earthquake. Lights were out, burglar alarms didn't function, homes and stores were abandoned and there weren't nearly enough police to go around. The result? Virtually no looting whatsoever and a drop in the crime rate. And Northern California is no angel preserve!

Let's pull our heads out of the sand, Jim. The U.S. Virgin Islands has long had and continues to have a terrible crime problem. No matter if it's murders, armed robberies, stabbings, gratuitous violence, moronic thefts of rental cars and public telephones, or unwarranted bad vibes, there's never been a place quite like Charlotte Amalie. It's not like that in the British Virgin Islands, Anguilla, St. Martin, St. Barts, Antigua, Guadalupe, Dominica, Martinique, St. Lucia, the Grenadines, Grenada or anywhere else in the Antilles. Hell, it's not even like that in New York's 'Alphabet City'.

Until your so-called "disgusted majority" is willing to face facts and able to actually do something about the problems, you can hardly expect folks like us to do anything but recommend that our readers/charterers go directly from their planes to their boats and then to the relative sanity and safety of the British Virgin Islands — or simply choose one of the many other excellent places to charter in the Antilles.

And let us remind you one last time that we still think the Virgin Islands are a great place to be on the water. Our Christmas week charter group called after the post Hugo mayhem thinking that perhaps we ought to switch their charter to the St. Martin / St. Barts area — which happens to be a great favorite of ours. We talked to them for awhile to determine their needs, and finally recommended that the charter go on as scheduled in the Virgin Islands. As such, we're not anti U.S. Virgin Islands so much as we're pro fun, safe, pleasurable sailing vacations for our readers.

## A CALLOUS VIEW

I am writing to you in regards to a letter that appeared in your October 1989 issue from a Mr. Peter Miller. His letter stated that his boat had been holed by a junior sailor during a Laser race sponsored by the Morro Bay Yacht Club. He had been away from his boat at the time, but due to witnesses he was able to locate the responsible parties.

I was upset with your reply to his letter, stating that it was a "minor fender-bender" and that, quote, "Geez, what's it going to cost, \$100-\$150?" It seems to me to be a very callous view. This gentleman built his boat with a lot of time and patience and didn't deserve the response you gave him. Depending on the type of paint alone, your estimate was completely out of line.

This last July 8, my boat was berthed at a San Francisco yacht club, and it too was unattended when it was hit by a racer in a J-24. Just as was the case of Mr. Miller, no one left their name or any other information. Fortunately, there were witnesses that observed

YANMAR

ENGINE SALE  
CALL FOR PRICES!!

1 GM-10  
2 GM-20F  
3 GM-30F  
4 JHE

M-25  
M-30  
M-60  
M-80T

Perkins engines

## Atomic 4 Special Rebuilt Universal

SALE PRICE \$2350

WITH REBUILDABLE CORE IN EXCHANGE ONE-DAY INSTALLATION AT SHOP RATES.

## GENERATORS



We Sell, Install & Service  
The World's Best Generators!  
Call for Quotes

## QUALITY SERVICE FOR YOUR CLASSIC OR CONTEMPORARY YACHT

Complete: Keel • Hull • Paint • Spars and Rigging  
Electronics • Hardware • Engines • Generators

Repair / Sales for: Yanmar • Universal • Perkins •  
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar  
Northern Lights • Onan

Richmond  
Boat  
Works

616 W. CUTTING BLVD., RICHMOND, CA 94804

(415) 232-5800

SEE DISCOUNT OFFER ON THE NEXT PAGE

# Benicia Marina

Gateway to the Delta

★ Guest Berths  
Available  
Reservations  
Recommended



★ Permanent  
Slips  
Are Available  
(Current  
Occupancy  
at 99%)

266 East "B" Street

(707) 745-2628

Benicia, CA 94510

## SURPLUS SAILS

### JIBS

New: Genoa jib-Horizon, 4.5 oz., No Hanks; Luff 29'6", Ft 18'8", Leech 29' - Only \$205.

New: Genoa jib-Horizon, 5 oz., Honks, Luff 29'10", Ft 18'8", Leech 29' - Only \$295.

Excellent: Genoa-Elliott, 4.5 oz., Luff 27'6", Ft 15'6", Leech 25' - Only \$245.

New: Working jib-triplestitched, 7.5 oz., Hanks, Luff 39'6", Ft 14'6", Leech 35'6" - Only \$495.

Excellent: Mylar #1-Leonard, Slat Luff, Luff 51'4", Ft 23', Leech 42'2" - \$495.

Very Good: Jib Topsail-North, Slat Luff, Luff 52', Ft 27'10", Leech 44'4" - Only \$495.

### MAINS

Excellent: Main-Etchells, 6 oz., Luff 31'9", Ft 11'5", Leech 33'6" - Only \$185.

New: Main-One Reef, 8 oz., Slides (not on sail), Luff 42', Ft 11'3", Leech 42'11" - Only \$315.

Excellent: Star boat Main-Sobstd, 6 oz., Luff 29'6", Ft 14', Leech 31'8" - Only \$275.

New: Tornado Cat Main-Elliott, Full Batten, Luff 28', Ft 7'10", Leech 23' - Only \$195.

New: Dyer Dinghy Main, Luff 14'4", Ft 8'6", Leech 15' - Only \$50.

New: Main-Horizon, 5 oz., Slide Luff Rope Ft, Luff 22'9", Ft 8'6", Leech 24'4" - Only \$165.

### SPINNAKERS

Exc: Columbia 50 Spinn.-Watts, 1.5 oz., Panel Cut, Blue-Grn-White, Luff 56', Ft 34'2" - Only \$595.

New: O'Day Spinnaker-Pryde, 3/4 oz., Red-White-Blue, Luff 15'2", Ft 12' - Only \$135.

Good: Spinnaker-North, 2.2 oz., White-Blue, Luff 72', Ft 44'4" - Only \$950.

Gaaad: Spinnaker-Haad 3/4 oz., Luff 83', Ft 59' - Only \$795.

New: Tri-Radial-Horizon, 3/4 oz., Red-White-Blue, Luff 42'2", Ft 27'7" - Only \$795.

## MINNEY'S YACHT SURPLUS

2537 W. Coast Hwy., Newport Beach, CA 92663

(714) 548-4192

## Rigging Specialists

We are experts at solving your  
rigging & deck layout problems.

### Complete Chandlery

Large, in-stock selection  
of fittings, fasteners,  
hardware and marine  
supplies. Fast,  
personalized service  
on special  
orders.

**Richmond Yacht Service**

351 Brickyard Cove Rd. Point Richmond  
Call: Rich Weirick  
(415) 234-6959

## LETTERS

the offending boat's sail number. That was the only number displayed — the CF numbers were not on the hull.

The insurance company involved has still not settled, and it's been almost three months. I had a new Awl-Grip paint job and had not sustained the damage Mr. Miller had with the holing, but rather a horizontal groove half way up the port side. Cost of repairs? \$3,000, a far cry from \$100 - \$150, not to mention the hassles I'm going through with the parties involved.

To keep a boat in bristol condition and then have it damaged is depressing — and it takes a lot of work to restore it to the original condition.

Stephen Rehberg  
Stockton

Stephen — You seem to be under the impression that a little — or even pretty big — hole in a boat is difficult or expensive to repair. It's neither. Talk to anyone with experience, and you'll learn that it would be a very simple and inexpensive job to make Mr. Miller's boat as seaworthy and beautiful as the day she was launched. Sure, a creative person could figure out a way to spend \$5,000 to repair Mr. Miller's boat — you know, by saying she has to be hauled out, and all three hulls have to be repainted so the color will match perfectly and all that nonsense. But we also believe that Mr. Miller could save himself a heck of a lot of grief, anger — and money — by just spending the couple of bucks and hours necessary to make his boat as seaworthy and beautiful as ever — and then taking his case to the yacht club or local small claims court. After all, what's the smarter way to spend the too short time we have on earth, by sailing or making a federal case out of what really is a minor repair?

As for the \$3,000 bill to fix the "horizontal groove" in your boat, it sounds awful high to us. But if the boat is big enough and the work can't be done in the water, who knows, maybe that's what it costs. But understand that there can be monumental differences in repair bills — and this comes from those of us who have done damage to other boats and who have damage done to our end-tie boat all the time.

The best example is from a couple of years back in the Caribbean when we and our captain conspired to misread the depthsounder prior to anchoring and heading off for Customs in a taxi. After a week of summer calms, a 50-knot squall came through and dragged our improperly anchored and unattended boat down on a C&C 40. What our boat did to that C&C (and vice-versa!) wasn't a pretty sight: mangled bow pulpit, creased roller furling headstay, dented toe-rail, 40 feet of gouged and scratched hull. We figured the repair bill would come to about \$8,000, just two grand short of our whopping Lloyd's deductible. The next day we met with the manager of the charter company to go over the estimate he had worked out with the boatyard. "You may want to see if you get a cheaper bid," he said, "but we don't see how we can get the boat back in tip-top condition for less than \$1,200." We almost fainted. "Look," we replied, "this was completely our fault, we feel awful about it, we want your boat good as new. There's no way you can fix her for \$1,200." He laughed and said, "With a big charter fleet, we make repairs like these all the time. We're perfectly confident we can make the boat as strong and good looking as ever for \$1,200." Not wanting to insult the man, we didn't argue.

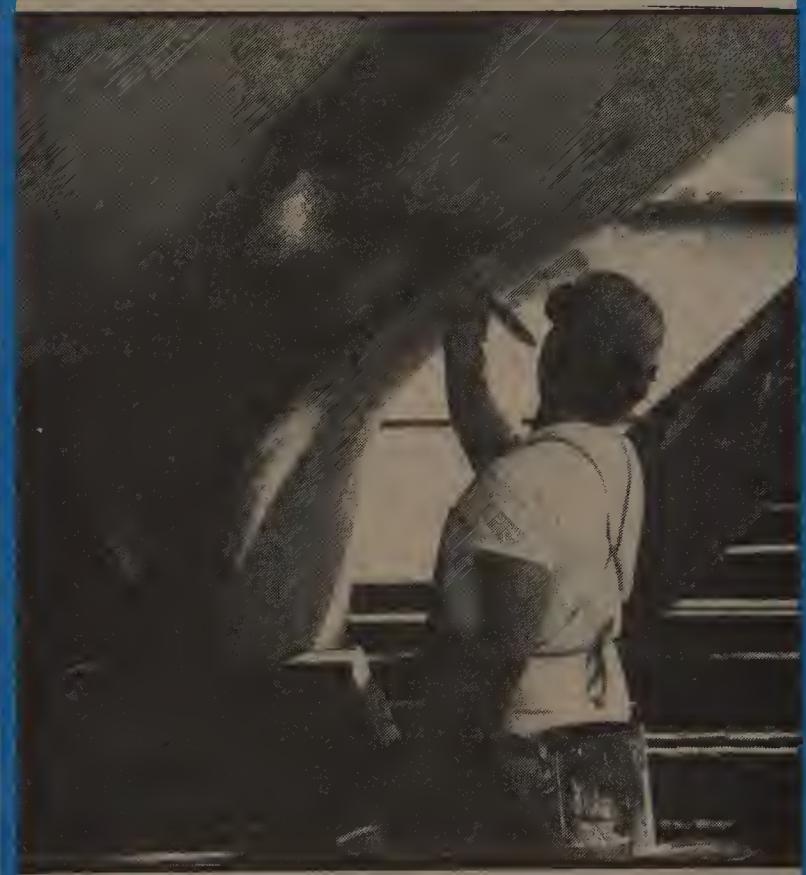
Naturally a charter company that does a lot of business gets materials, labor and yard work at reduced prices, but that should still give you an idea of how inexpensively perfectly acceptable repairs can be made.

### UNTIL DEATH DO US PART

Morbid as it may seem, deaths do occur while cruising in foreign countries. And unmarried companions traveling together may have twice as many complications with burial procedures because they have no legal authorization.

## Bottom Line Discount Offer!

Save 10% Off  
Of Your  
Total Yard Bill



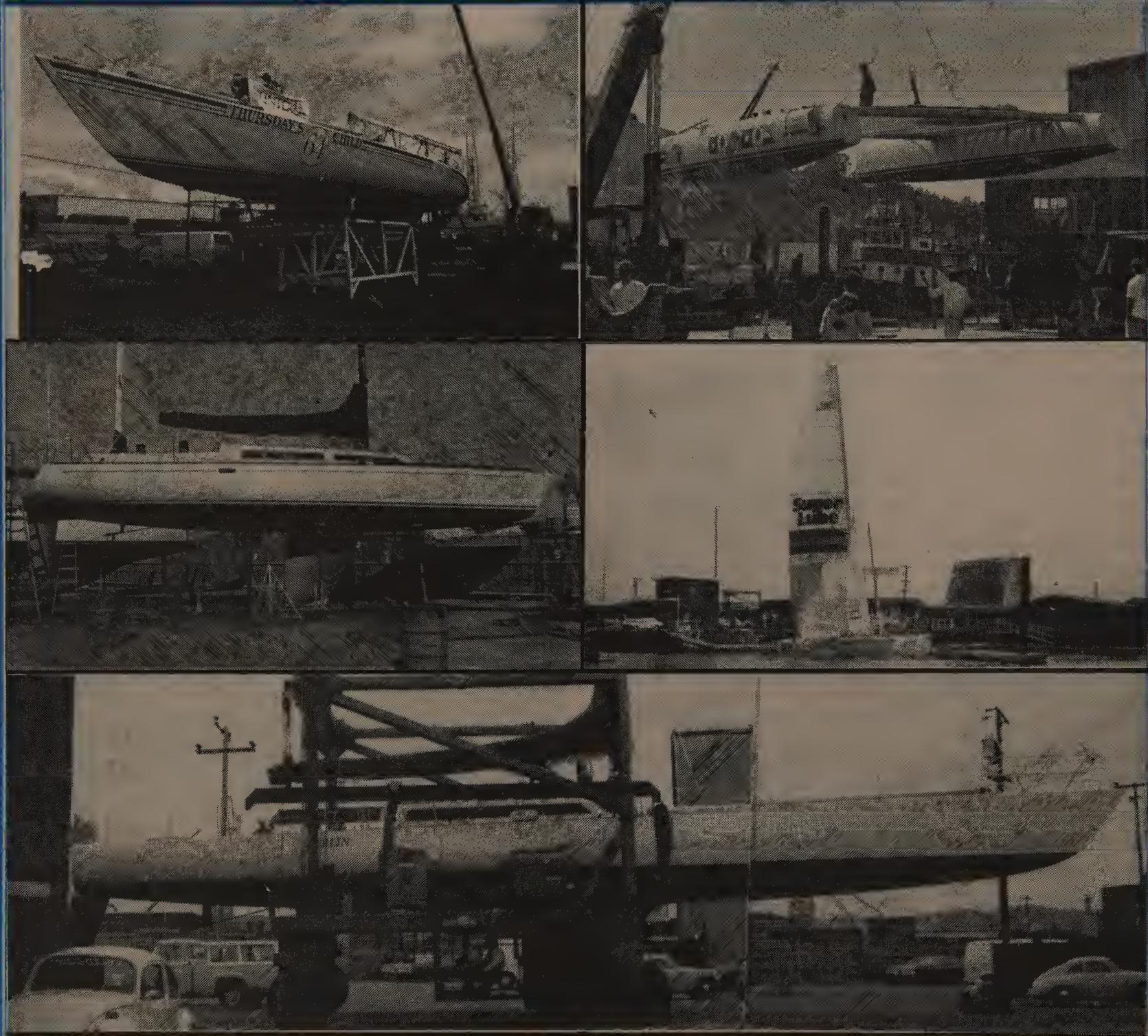
By Making A Reservation For  
Your December, January  
or February Haulout

**Richmond Boat Works**

616 W. Cutting Boulevard, Richmond, CA 94804

(415) 232-5800

# JOIN OUR HALL OF FAME



We Work  
With Champions  
Like You.  
No Worries Mate!

310 West Cutting Boulevard  
Richmond, CA 94804  
**(415) 234-7960**

# LETTERS

Recently a friend visiting from Luxembourg died here in California. His lady companion of 25 years had no legal documentation to handle burial procedures. Marcel had asked to be cremated. However in California, — as well as many other places — only the next-of-kin can authorize cremation. In Marcel's case (having no brothers or sisters), it was necessary to locate one of his two grown children (in Luxembourg) who he hadn't seen in 10 years.

The Luxembourg Consulate acted quickly, locating his son and obtaining the proper authorization. Marcel's ashes were then given to his long-time companion.

According to the Solano County Coroner, "It wouldn't be this simple in Mexico." His recommendation was "Don't die in Mexico." Meanwhile, I photocopied my marriage license and put it aboard our boat.

My curiosity was piqued, so I phoned the Mexican Consulate and asked what to do in event of a death while cruising. The clerk I spoke with replied, "There are no set rules that I know of; I suppose disposal of the body depends on officials and circumstances." (After spending a year in Mexico, that seems realistic.) She continued, "Contact the local police and your embassy or consulate and go from there."

Furthermore, the clerk added, "If you're not married, it may be helpful to carry a notarized declaration stating how long you have lived together. This may help verify your relationship." Perhaps, she continued, "Notarized burial permission from a family member would help . . . you can never tell." If anyone has better or more accurate information, please share it with us.

Marcel's sudden death was sad and impacted us. My dear husband, who worries about my security in the event of his death (no death certificate means no benefits) very seriously said, "If I die offshore and there are no witnesses, video my burial at sea. Take photos." It's a morbid thought, but worth thinking about. Meanwhile, we're alive and healthy and will be sailing in Mexico again in 1990.

P.S. If the wife or companion is listed as "co-captain" or "co-pilot", it may make it less complicated for the First Mate to take the boat out of the country.

Lynne Orloff-Jones  
Vallejo

## ↑↑FINGERNAIL POLISH AND WATERMELON JUICE IN THE COCKPIT

It's been awhile since I wrote to cancel our subscription after we moved to the Bay from the Oregon mountains, trading our Snipe for the Pearson 303 *Pacific Crest* in the process.

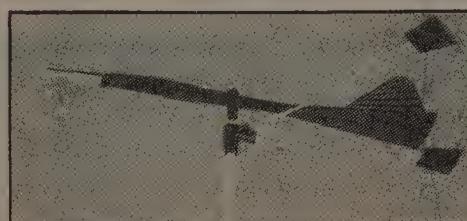
I told you then that we had given the Snipe (now *Windlass*) to our friend Don, who took it up to Montana and Wyoming in April of 1988. He waited for the ice to melt on Lake Yellowstone before sailing there, then trailered her up to the Gulf of Alaska where he worked at Skagway during the summer. He sailed little *Windlass* among the islands of the Alexander Archipelago and into Glacier Bay, writing us every few months of his adventures. (Are you interested?) Don was in Yellowstone this summer working as clean-up crew, sailing Yellowstone Lake at every opportunity. Last we heard, he had plans for a two-lake sail that would have involved pulling the Snipe two miles up a river to get between the lakes.

As for us, we spent most of last summer, fall and winter on the Bay, while I began learning to sail in earnest. Ray, having grown up sailing as well as having spent four years in the Navy as a navigator, began upgrading both his techniques and *Pacific Crest* in the hopes that I'd soon feel comfortable enough to go farther out the Gate than Stinson Beach. This year we've almost exclusively done ocean sailing, with trips to the Farallones, Drakes Bay, Half Moon Bay, Santa Cruz, Monterey and Big Sur. It's been progress and fun!

As with most Bay sailors, we rely on *Latitude* for hints, help and

# YEAR END SALE

## Great Gift Ideas



### WIND INDICATOR

#1681 LIST \$39.75

SALE

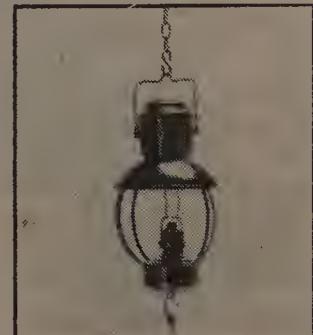
**\$27.50**



### GLOBE LAMP

#4704/0 LIST \$59.00

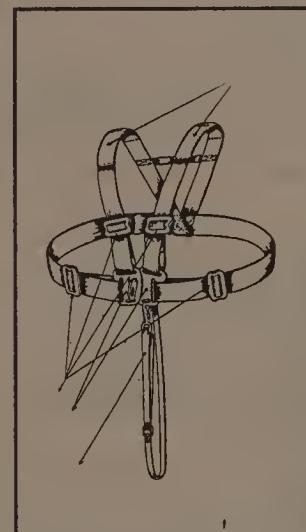
CLEARANCE **\$45.00**



### HANGING LAMP

HYE-2 LIST \$81.00

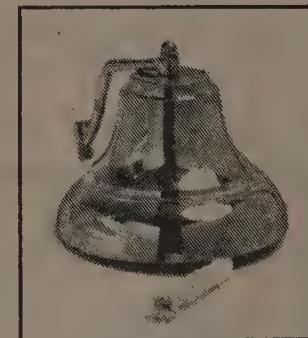
CLEARANCE **\$59.00**



### SAFETY HARNESS

#1278 DL LIST \$49.95

SALE **\$39.00**



### SHIPS BELL

8 IN. #704-8 LIST \$54.00

SALE **\$45.00**



### WIND SPEED INDICATOR

#1684 LIST \$22.50

SALE

**\$19.50**

## ON SALE THRU THE HOLIDAYS AT THE FOLLOWING LOCATIONS

Al's Boaters Supply, Redwood City	...(415) 364-0288
The Ship's Chāndlery, Campbell	...(408) 866-0170
The Foredeck, Sacramento	...(916) 635-1932
Boater's Friend, Berkeley	...(415) 848-4024
Whale Pt. Mar. Supply, Richmond	...(415) 233-1988
Peninsula Boat Supply, Monterey	...(408) 372-8666
Landfall Marine, Sausalito	...(415) 331-2806
B.C. Navigation, Sausalito	...(415) 331-6513
Vallejo Marine, Vallejo	...(707) 643-7179

**CALL FOR FREE CATALOG**



(415) 723-7970

# OCTOBER CLEARANCE!

ONE YEAR'S FREE BERTHING

Stanford University must liquidate its fleet of donated vessels to raise funds for the construction of a new sailing center. Lowered prices mean incredible bargains, and with each October closing, Stanford will throw in a year's free berthing!

## • 72' HERRESHOFF KETCH (\$600,000) — OUR FLAGSHIP!

**Victoria** is that big beauty you've seen charging around the Bay this summer. A sistership to the world-renowned *Ticonderoga*, designed by L. Francis Herreshoff in 1935, she was built of cold-molded kauri in 1974 at the P. Vos yard in New Zealand. Her exquisite interior, featured on the cover of the book *Classic Yacht Interiors*, offers some of the finest joinery around. A newly renovated forward stateroom complements an aft master suite complete with stove and jacuzzi. In her galley are a full size refrigerator and freezer, a Jenn-Air range, a microwave, and a washer and dryer. Recently upgraded electronics include radar, sat-nav, loran, omega, vhf, and Brookes & Gatehouse instrumentation. She is powered by a 220hp Caterpillar with 250 hours since a complete rebuilding, and has a 15kw Yanmar generator as well. This most singular sailing yacht is ready to be shown to qualified buyers.

## • 47' GARDEN KETCH #1 (\$99,000)

**Horizons** was built in 1974, and remains in excellent condition. Suitable for living aboard of blue-water cruising, she has an especially spacious salon and galley.

## • 47' GARDEN KETCH #2 (\$89,000)

**Cayuga** is a rare aft-cabin version of the Garden ketch, with plenty of space for living aboard. Built in 1969, she is still in fine shape for sailing.

## SMALL BOAT BLOWOUT!

- J24 (\$7,950) — 1978, New Hull Finish
- Sun 27 (\$19,950) — 1987, Diesel & Extras!
- Catalina 22 (\$3,900) — 1974, Class Racer
- Wilderness 21 (\$4,900) — 1978, W/ Trailer

**SALE! DON'T WAIT! MAKE AN OFFER THIS MONTH! SALE!**



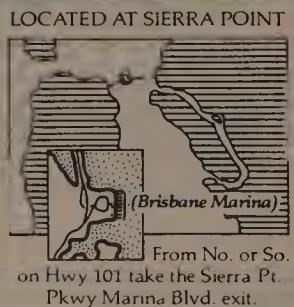
## BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

- \* Deep well marked entrance
- \* Private restroom & showers
- \* All concrete construction
- \* 24 hour security



PROTECTED WATERS  
COME IN AND INSPECT OUR  
MODERN FACILITIES.

SLIPS ARE AVAILABLE TO 66FT.  
FOR MORE INFORMATION CALL  
OUR HARBORMASTER'S OFFICE  
AT (415) 583-6975



## DANFORTH ANCHORS

In 14K and 18K  
Solid Gold

### LARGE PENDANT

14K \$375 18K \$450



SHOWN  
ACTUAL  
SIZE

### SMALL PENDANT

14K \$175 18K \$210



### SMALL EARRINGS

14K \$335 18K \$410



## MARLINSPIKE JEWELRY COMPANY

*The ultimate marine hardware*

**(415) 838-1108**

Outside Calif  
Call (800) 942-9499

P.O. Box 1249, Danville, CA 94526

California Residents Add 7% Sales Tax  
Allow 2-4 weeks for delivery  
Satisfaction Guaranteed or Money Back



# LETTERS

humor. But one of the things I've noticed, both as a novice and a female, is that there is a lack of feedback for others like me. If we have questions, we're offered the usual platitudes such as "take a class" or snide remarks about fingernail polish and watermelon juice in the cockpit. Surely there are other women who aren't Lee Helm, who aren't real experienced, but who want to learn more. Where are these women? They don't often write. Maybe they/we feel there isn't much we can contribute. Yet I feel that the more comfortable I am (physically/mentally/emotionally) sailing, the more that my captain will enjoy the trip. Luckily he understands my logic, which is one reason I'm enjoying ocean sailing this year and looking forward to Mexico in 1990-91 with (who else?) Don of Windlass as crew.

So, what I've been thinking is this: Ray always says that "Prudence is the better part of seamanship", which makes sense to me. Several months ago you did a *Dear Max* column instead of his usual article. What about doing a similar column to that one of Max's on a regular basis and call it *Dear Prudence*?

In any event, thanks for being there and for providing information and entertainment for folks from Suva to Skagway. And thanks for taking the *Prudence* idea into consideration.

Kathryn Weiss  
Pacific Crest  
Richmond

**Kathryn** — We've been planning several changes to the magazine for 1990. They include having at least one feature a month on a technical topic, at least one geared toward educating inexperienced sailors, and a third that would have a question & answer format somewhat along the lines that you are suggesting. We'll probably 'prime the pump' with a few commonly asked questions, then continue the feature if we get enough inquiries from readers.

As for inexperienced or female sailors curious about anything, please don't hesitate to ask us. Like everyone else, we started out completely ignorant and made more than our share of idiotic mistakes. Thus we sympathize with anyone going through the learning process, and would be delighted if we can help in any way. And remember, if you're puzzled by something, you can be darn sure that plenty of others are also.

As for your personal preparations in getting ready for a cruise to Mexico, we think the short ocean voyages you've been taking are exactly what's called for.

## WE'RE TRYING TO GET IT TOGETHER

We recently purchased a Hylas 47 and are trying to organize an International Owner's Club and Newsletter. As such, we would like to hear from owners of Hylas 47s or Stevens 47s anywhere in the world.

We can be contacted at P.S. Box 41619, Sacramento, CA 95841 or at (916) 344-3444 or FAX (916) 332-4454.

Karen Pidgeon & Ed Soellner  
Sacramento

**Karen & Ed** — Great idea!

## WE ALL FELT THE SAME WAY ABOUT 'THE DUKE'

I know this letter is a few weeks out of date, but I'd like you to publish it anyway.

Myron Campbell of Golden State Diesel is gone, but will not be forgotten. I for one will miss his friendly and helpful nature. I felt good every time I saw him, because his big smile made it obvious he was glad for another day.

I met Myron and his wife Barbara at their old shop in the winter of 1987. I had just come up the coast from Mexico and my tired Atomic Four was not up for the passage to Canada. Myron not only got me a new diesel for less than I could buy it for in San Diego —

# BC NAVIGATION CENTER

475 Gate 5 Road, Sausalito, Ca 94965  
(415) 331-6513

- BINOCULARS
- BOOKS
- SEXTANTS
- COMPASSES
- SHIPS CLOCKS
- ALMANACS
- COAST PILOTS
- CALCULATORS
- BAROMETERS
- TIDE LOGS
- LIGHT LISTS
- COMPUTERS
- NAUTICAL ANTIQUES
- YACHT DELIVERY

ASTRA IIIB METAL SEXTANT \$425



COMPASS SWINGING AND REPAIR

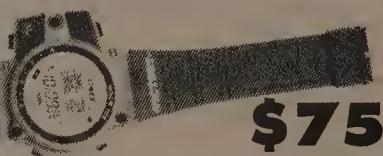
## BINOCULAR SALE!

FUJINON • STEINER • TASCO • SWIFT

ALL ON SALE!



## TIMEX VICTORY RACING WATCH



\$75

## 1989 COAST PILOT JUST PUBLISHED

### • CHARTS IN STOCK •

San Juans to Panama - Wash. - Oregon - So. California  
Hawaii - Mexico - Costa Rica - South Pacific

## NEW ISSUE - S.F. BAY CHART

#18649

NOW IN STOCK

All charts sold with latest corrections at no charge

## DIGITAR

THE WORLD'S SMALLEST WEATHER STATION

Sale Price

\$169

## NAVIGATION COURSES

REFRESHER COURSES — INDIVIDUAL TUTORING

THE BASIC COURSE — \$99

CELESTIAL NAVIGATION — \$99

OFFSHORE CELESTIAL NAVIGATION — \$199

**Our Courses Are Fast, Easy and Guaranteed!**

Call For Details

# BC NAVIGATION SCHOOL

475 GATE FIVE ROAD  
SAUSALITO, CA 94965    (415) 331-6513

# **Yacht Insurance**

## **Sail & Power Boats 26-ft and Up**

- ★ Private Pleasure Yachts ★
- ★ Skippered Charters ★
- ★ High Value
- Yacht Specialists ★
- ★ World Wide Coverages ★
- ★ Direct with Lloyds ★
- ★ Ocean Crossings ★
- ★ Mexican Yacht Insurance ★

Agent for the  
**CLASSIC YACHT ASSOCIATION**  
and for the  
**MASTER MARINERS**  
**BENEVOLENT ASSOCIATION**

## **CAPITAL WORKSHOP INSURANCE AGENCY**

PEGGIE FOSTER  
456 Montgomery Street  
Suite #1000  
San Francisco, CA 94104

**(415) 981-8200**



## **Leading edge sails**

**FINEST IN CUSTOM RACING  
AND CRUISING SAILS**

1125 north amphlett  
san mateo ca 94401

(Across 101 from Coyote Point)

**—415 347 0795—**



- EASY ACCESS FROM MARIN  
AND THE EAST BAY
- FREE 24 HOUR LAUNCH RAMP
- BERTHS AVAILABLE
- RESTAURANT & GENERAL STORE  
WITHIN WALKING DISTANCE

(415) 236-1013  
1340 Marina Way So.  
Richmond, California 94804  
Richmond Marina Bay Harbormaster

# LETTERS

where they arrive from Japan — but he also helped me install it. I think Myron sensed money was tight for me, because he let me stay at his dock for free. Six months later — and after lots of help from Myron and Barbara — my old Ericson 35 was ready to travel again.

During my stay at Golden State Diesel, I met many of Myron's friends. We all felt the same way about 'the Duke'. Many times we'd seen him set down his tools to take the time to explain to a customer how something worked or how to fix it. If you were in a real bind, Myron would even open up his shop on Sunday and help you the best he could.

I'll always have fond memories of when Myron would lay down his labor of love after a typical 10 to 12 hour day. Then he'd sit in the courtyard next to his shop with Barbara, Bob and myself. While the dogs chased themselves around, we'd watch the boats sailing up and down the Estuary and talk of love, life and the pursuit of happiness. These were very special times for me and I'm sure for all the others who would drop by to sit and talk.

The world would be a much better place if there were more people like Myron Campbell.

Brad Biehl & Mutt  
Starfinder  
Port Townsend

## ↓↑FREEDOM IS

Salutations from an inebriated inveterate boat driver.

Here I am, securely anchored with enough gear to stop a rock barge. I got my girl on my shoulder and the sun's goin' down. The last streaks of the twilight match the flickering glow of the riding light. I'm writing this letter in a frame of mind that can:

1. Get my boat confiscated.
2. Lose my Coast Guard license.
3. Question Authority.
4. Write this letter.

The way I see it, once the government perceives a problem, it means more laws. More laws mean less freedom, and freedom is something that I cherish.

Freedom means that I can drop the hook without becoming what the BCDC classifies as 'Bay fill'. Freedom means that until I endanger other people, my mind is my own. Freedom means not having to give half my paycheck to the military-industrial complex so they can kill Nicaraguan nuns. Freedom means not having to piss in a jar on demand.

I do my job, and I do it well. What I do on my days off is my business.

Garr Board  
Northern California

Garr — We're with you all the way. The problem is that there are some guys out there who are unable to recognize when they're crossing over the line from innocently enjoying themselves to endangering the lives of others. Airline pilots, for example, who do drugs on their work days and kill innocent passengers as a result.

If the world was made up of only people like you and us, we could all work hard and then in our off hours pursue happiness with reckless abandon. Unfortunately, there are more than a few f--k-ups in this world. They mess up, which causes pandering legislators to pass laws, which ultimately limits freedoms.

It's clear then, isn't it, that the best way to regain our lost freedoms is by getting f--k-ups to quit f--king up. And by opposing those whose only pleasure in life comes from trying to restrain those with free spirits.

## ↓↑SHOCKED BY ELECTRICAL USAGE

Our letter concerns guest dock privileges and use of electrical outlets.

Our sailboat is berthed next to a guest dock in Alamitos Bay,

# WORLD YACHT CENTER

dealers for

**hans®  
Christian**

**G&C**  
YACHTS

## EARTHQUAKE PROOF

All of us that sail have enjoyed an alternate lifestyle such as living aboard one's boat, whether on an occasional weekend, extended ocean passage or as our permanent residence. We are obviously well aware of the mental and physical benefits of this lifestyle, but until 5:04 p.m. on October 17, few of us had fully comprehended just how the Bay Area waterways are probably the only real secure place to be during an earthquake of that magnitude.

To make your stay on the water as luxurious and certainly more fun than your land based dwelling, we offer you two distinguished lines of unquestionable pedigree, and guarantee them to be Earthquake Proof.

### HANS CHRISTIAN 38T

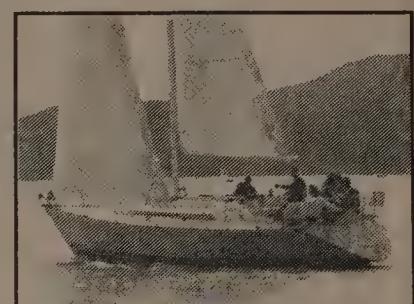


Loaded Performance keel Demo! Just outfitted for World Class cruising with B&G sail monitors, Trimble Loran/GPS, SatNav, Radar, Chart-link, WeatherFax, SSB, Autopilot, Dodger, Stereo, CD, Color TV/VCR, 110V Inverter, Hood Stoway mast.  
**30K DISCOUNT**

### C&C 37+

New model with blazing 37R speed but fully tamed for easy handling and luxury living. Private queen aft-cabin, reefer, furling, Hood full battened main and 120% genoa. A truly thoroughbred performance cruiser.

**23K DISCOUNT**



## FEATURED BROKERAGE

### HANS CHRISTIAN

H.C. 33, 1980, recent upgrades .....	\$94,500
H.C. 33, 1984, great liveaboard .....	\$99,500
H.C. 38 MKII, 1981, cruise equipped .....	\$115,000
H.C. 38 MKII, 1983, dry stored 3 yrs .....	\$110,000
H.C. 43T, 1979, just reduced! .....	\$125,000
H.C. 48T, 1986, loaded with everything .....	\$295,000

### C&C YACHTS

C&C 34, 1981, cruise/race equipped .....	\$52,000
C&C 40, 1980, proven fast ocean racer .....	\$110,000
C&C 41, 1985, loaded for race/cruise .....	\$150,000

### C&C LISTINGS NEEDED IMMEDIATELY

"World Yacht Center specializes in Hans Christian and C&C, as well as other high quality yachts. If you are buying or selling a yacht of this caliber, please do not hesitate to give us a call."



## WORLD YACHT CENTER

1070 MARINA VILLAGE PARKWAY  
ALAMEDA, CA 94501 • (415) 521-5636

LATITUDE 37° 50' 20" N.

LONGITUDE 122° 18' 30" W

# Emery Cove Marina

## The Perfect Location!

- Convenient to San Francisco and the East Bay.
- 30 to 60' double-fingered berths.
- On-site security and card key system.
- Showers, toilets, washer and dryers.
- Water, telephone and 30 or 50 amp electricity each berth.
- Dock boxes.
- Pump-out stations.
- Rate: \$4.50/ft downwind, \$5.00 upwind



For more information on the Bay's finest Marina, call (415) 428-0505.

Or, write for more information:  
3300 Powell St., Emeryville, CA. 94608.

**The electronic instruments you need.  
At the prices you've been looking for.**

**LORANS**

Apelco DXL6100	\$499.00
Apelco DXL6300	\$389.00
Apelco DXL6500	\$503.00
Apelco DXL6600	\$489.00
Apelco Chart Cart.	\$59.00
Data Dart 2550	\$665.00
Data Capree Scout	\$508.00
Furuno LC-90 MKII	\$859.00
Interphase Locator	\$395.00
King 8002	\$680.00
Microlitic Explorer	\$598.00
Microlitic ML8000S	\$895.00
Microlitic Voyager	\$435.00
Northstar 800	\$1365.00
Northstar 800X	\$1514.00
RayNav 520	\$404.00
RayNav 570	\$598.00
RayNav 750 MKII	\$1375.00
RayNav 780	\$1244.00
Ross Nav 200	\$585.00
Vigil C100 Redline	\$986.00
<b>ROF, ADF, FAX &amp; ALERT</b>	
Locator LK-7	\$339.00
Watchman, Alert.	\$268.00
Alden FaxMate	\$774.00
Furuno FAX 208A	\$1695.00

**VHF Radios**

Apelco Clipper Jr.	\$253.00
Furuno FM-55	280.00
Icom M2	319.00
Icom M5	369.00
Icom M8	290.00
Icom M11	395.00
Sitex HI-100	193.00
Sitex HI200	248.00
Standard H/P 6	374.00

**Autopilots**

Autohelm 800	\$314.00
Autohelm 1000	444.00
Autohelm 2000	631.00
Autohelm 3000	559.00
Autohelm 4000	715.00
Autohelm Windvane	168.00
Autohelm H/T Remote	87.00
Alpha	Call
Benmar	Call
Navico 1600	275.00
Navico 2500	410.00
Navico 4000	495.00
Navico Windvane	119.00
Navico H/T Remote	68.00
Robertson	Call
Vigil RT-80 Redline	476.00
Navico 1600	275.00
Navico 2500	410.00
Navico 4000	495.00
Navico Windvane	119.00
Navico H/T Remote	68.00
Robertson	Call
Vigil RT-80 Redline	476.00

**Compasses**

Autohelm P/C	\$119.00
KVH Sailcomp PC103	585.00
KVH Sailcomp 200	363.00
KVH Azimuth 314	533.00
Ritchie D-515EP	530.00
Ritchie SP-5	275.00
Ritchie DNP-200	159.00
Ritchie FN-201	116.00
Ritchie BN-202	124.00

**Satellite Navigators**

Magellan GPS	\$2665.00
Magnavox 4102	\$2105.00
Magnavox 4102 Auto	\$2505.00
Navstar 2000S	1090.00
Ship. Sea RS 5000	1570.00
Ship. Sea RS 5100	2108.00
SiTeX A-310S	1268.00

**SSB Transceivers**

Hull 230	1950.00
Hull H-403	710.00
Icom M700	1720.00
Icom AT-120	719.00
Icom M5	1910.00
SGC 1700/SG230	1910.00
Icom M8	1490.00
Stevens Sea 222	1490.00
Icom M11	2222.00
Stevens Sea 322	1490.00
Stevens Sea 322	2222.00

**Berlent Winches**

Standard U8P	\$54.95
U10P	67.00
U10	96.00
U12	149.00
Two Speed U17	183.00
U18	222.00
U21	264.00
U22	324.00
U24	386.00
U25	473.00
U27	679.00
Self Tailing UDS21ST	322.00
UDS22ST	417.00
UDS24ST	563.00
UDS27ST	710.00
Grand Prix U17ST	239.00
U21ST	372.00
2 Speed U22ST	447.00
U24ST	610.00
U27ST	788.00

Prices subject to change without notice due to fluctuations in exchange rate.

FOR ARCO SOLAR PANELS, EPIRB'S OR ANYTHING YOU DON'T SEE, CALL US.

(800) 922-4872

Connecticut: 1-203-637-3144

FAX: 1-203-698-0861

MasterCard

**continental marine**  
P.O. Box 330, Little Cove Lane Old Greenwich, CT 06870

## YACHT INSURANCE SAIL AND POWER

Mexico Cruising To TransPac Racing.  
Serving Sailors From All Over  
Northern California Since 1970.

Call Bob Berry For Competitive Rates  
And Complete Coverage.



**MARKS-CLARK**  
Insurance Associates, Inc.

500 Seabright Avenue, #D  
Santa Cruz, CA 950621 (408) 458-9833

# LETTERS

Long Beach. On August 22, my husband and I came down to check on our boat in preparation for a weekend aboard. We arrived to find *The Lady and The Tramp*, a thirtysomething foot Pacemaker powerboat from San Diego, in the guest slip. While it was no problem for us, we noticed the folks from San Diego had unplugged our neighbor's power and were using his electrical adapter — despite the fact that a sign saying "Please do not unplug power" was posted. We later found out our neighbor had been charging his battery for use the next day.

Although we didn't approve of this guest's behavior, we didn't feel it was our place to unplug his cord. We just felt he should have known better. We thought this powerboater might even go to the trouble of taking a short walk up to West Marine Products and buy his own adapter, which after all, would have allowed him to plug into any one of many vacant power sources.

Well, he did neither, and so it was when our neighbor came by that evening to find his boat unplugged. Rightly put-out, he tried knocking on *The Lady and The Tramp*'s hull, but nobody was home. So he then unplugged the powerboat, took his adapter, and plugged his boat back into the dock outlet.

The next morning my husband got up at his usual 0500 to take and walk and have a shower. He woke me when he returned. As I was dressing, I heard some chatter from *The Lady and The Tramp*: "We don't have to take this . . ." I knew the shit was going to fly.

The powerboaters started their engines, and while we were still below decks, said, "Goodbye you sweetheart S.O.B.s!"

We popped up on deck and asked them what was going on. They proceeded, as they moved away, to tell us off. We told them what had really happened the night before, but they wouldn't believe us. "Oh sure," they said, "I saw you early this morning. . ." Obviously they guy was about to claim that we, not the rightful owner, had unplugged him. We didn't deserve that abuse, especially when it was dished out from afar. It was really a case of a guy having done wrong, and then needing someone to vent his anger on.

So, Mr. Lady and The Tramp, the next time I suggest you get prepared before you leave San Diego, and treat guest docks and others possessions with respect. You might also remember to ask before you use — or accuse!

Donna & David Crane  
S/V Time  
Alamitos Bay, Long Beach

Attention Mr. Lady and The Tramp: Are you out there? Do you have another side to this story? If so, we'd enjoy hearing it.

For those who don't know better, there are excellent reasons for keeping your mitts off other's electrical connections. Suppose, for example, that they have a refrigerator/freezer full of provisions being kept cool with shore power. Suppose someone is using a 110-volt alarm clock to get up for a 0700 to Hong Kong. Suppose the boat has a consistent moderate leak and the automatic bilge pump is the only thing keep it afloat. Suppose somebody was using the shore power to heat water for a shower, to watch an x-rated movie, to keep their bait alive — need we say more?

And while it's rarely anybody's place to reprimand anybody, we certainly think it would have been in order for you to have said, "Excuse me, but it looks like you're using my neighbor's electrical adaptor and outlet. Noramlly I wouldn't say anything, but he's got an AK-47 and a short fuse. You might think about wandering up to the chandlery and see if you can't buy what you need."

## GOOD WISHES FROM WISCONSIN

Our thoughts are with all of you during this terrible time. All best wishes to you.

Sheila M. Cullen  
Assistant Editor, Sailing

# TWO'FER SALE!!

Two'fer sale? Come in and buy the world's best small boat radar — The **Raytheon R10** and we'll GIVE you the world's best Loran — the RayNav 520 — absolutely **FREE**. Two world class navigational aids for the price of one!!\*



## R10 RADAR

Highly successful 16 mile radar — 14 pound, 18 inch diameter antenna, 7 inch, high resolution display — 3 amp current draw.



## RAYNAV 520 LORAN

Smartly styled yet compact and a cinch to install. Full function yet easiest to operate.

# BAYTRONICS CORPORATION



MARINE ELECTRONICS

SALES • SERVICE • CUSTOM INSTALLATION

2228 Livingston • Oakland, CA 94606

**(415) 533-5300**

\* OFFER EXPIRES 12/15/89; ACCESSORIES & INSTALLATION EXTRA

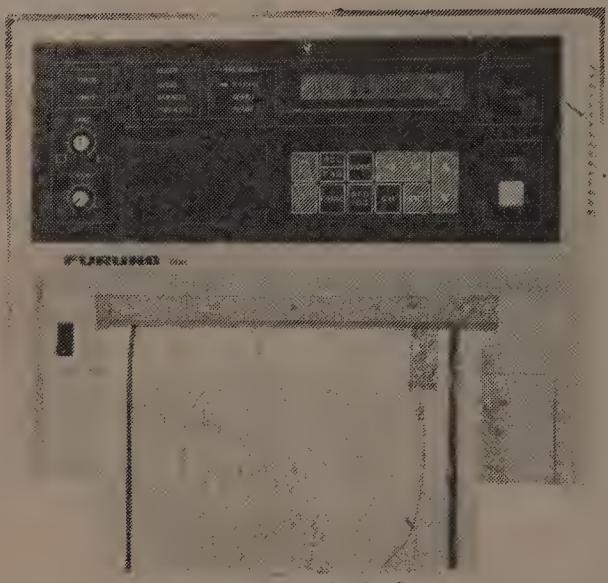


# FURUNO

## FAX OF THE YEAR!!

**Cruisers**

**Specials**



**FAX 208A**

- OUR MOST POPULAR WEATHERFAX — EVER!!
- FULLY AUTOMATIC OPERATION, THE FAX 208 STARTS, STOPS AND AUTOMATICALLY SELECTS THE OPTIMUM FREQUENCY FOR THE CLEAREST PICTURE.
- BUILT IN RECEIVER AND PRINTER — USES DRY THERMAL PAPER
- PROVIDES VERY HIGH QUALITY CHARTS AND SATELITE IMAGERY.
- NAVTEX OPTION — FOR USE ON WEST COAST NEXT YEAR.

\$1995 LIST

**CRUISERS SPECIAL: \$1695**



**MODEL 1720  
RADAR  
The Perfect  
Sailboat Radar**



- COMPACT ANTENNA WEIGHS ONLY 10 POUNDS — 17 INCH DIAMETER
- 16 MILE RANGE WITH ALARM
- INEXPENSIVE MAST MOUNT AVAILABLE

\$2195 LIST

**CRUISERS SPECIAL: \$1775**

**SALES • SERVICE • INSTALLATION**

OF SAUSALITO  
300 Harbor Drive  
94965  
(415) 332-5086



**Maritime Electronics**  
"We Make Boat Calls"

OF SAN JOSE  
So. Winchester Blvd.  
95128  
(408) 378-0400

# LETTERS

Port Washington, Wisconsin

**Sheila — On behalf of everyone in Northern California, sailors and otherwise, we thank you for your concern. There seems to be a wide perception that Northern California was leveled, and this just isn't true. While there were deaths and injuries, and many businesses and homes destroyed, for more than 90% of the people and businesses in the Bay Area, things are pretty much as they always have been, except that short-term traffic is going to be more congested than ever.**

## WILL THE TAX MAN PLEASE COOPERATE?

In July 1989, I received two tax bills for my one boat. One bill had the right 'CF' number and the other bill had my correct name and address but the wrong 'CF' number.

Thinking the second bill was mailed to me by mistake, I called the DMV to find out the name and address of the owner so I could forward the bill. I was informed by DMV that the second 'CF' number was not a valid one and that there was no boat registered with that number.

I called the Alameda County Assessors office and spoke to a man named Harry. He explained that there had been some problems with the identification of some boats as a result of a "sweep" of the marinas in the county by the Assessor's Office. This had resulted in some duplicate billing. The second 'CF' number was the one the county had assigned to my boat.

I was told to write "DUPLICATE" across the fictitious bill and include it with my payment of the legitimate bill; this, I was assured, would correct the problem. I assumed this matter was closed, so I paid my boat tax bill on time and followed Harry's instructions.

On October 10, my wife opened a letter from the Alameda County Tax Collectors office stating that the boat taxes had not been paid, and they were going to lien the family residence if the taxes were not paid immediately. You can imagine the call I received at my office from my wife! I assured her that the cancelled check was in the August bank statement and the bill had been paid.

Armed with this information, my wife called the tax collector's office and spoke with Carmelita, who demonstrated a willingness to solve the problem. Unfortunately, my wife did not have copies of the two tax bills, so the issue was delayed until the next day.

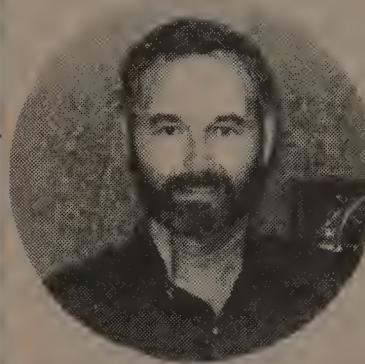
On October 11, I called Carmelita, but she was out ill. A woman named Sherry listened to my story and determined that this was an Assessor's problem and transferred my call to a person by the name of Vitalis. Mr. Vitalis is not someone whose primary language is English and communicating with him was not possible. Additionally, he put me on 'hold' every time the phone rang. At this point I asked for an English-speaking supervisor and was transferred to a lady by the name of Margaret. I again repeated my story and was transferred to a gentleman by the name of Al Turner.

Thank God, Al Turner could speak English and had some understanding of the problem. He said that they were aware of the problem, and — I think in order to make me feel better — stated that I was lucky I only had one extra bill. Some boat owners, he volunteered, had as many as three extra bills. He also explained that the Assessor's office was understaffed and thus he could not tell me when the problem would be resolved. He admitted that a lien could be erroneously placed on our house before they corrected their mistake.

At this point, it became apparent that no one I talked to at the county offices would be of any help, and that a much greater problem existed: the lien. Under the terms of our mortgage, any unpaid property taxes or liens constitutes a default, and the unpaid balance is due and immediately payable. As soon as TRW credit picks up on the lien, the mortgage company will be notified and no amount of my telling them that is all a big mistake is going to solve

TO SERVE YOU BETTER . . .

# WE HAVE MOVED!



After many years at Lombard and Van Ness, we have re-located to Pier 19 on the Embarcadero. We look forward to easier parking, better accessibility from the marinas and a larger shop. Give us a call and come see us for the same good service and lowest prices.

WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDE'S **CAL-MARINE**  
ELECTRONICS CORPORATION



SALES ·  
SERVICE ·  
INSTALLATION ·

PIER 19, THE EMBARCADERO  
SAN FRANCISCO, CA 94111

**(415) 391-7550**



## SOLAR BATTERY CHARGERS

Lightweight, Unbreakable, Dependable

IDEAL FOR MARINE USE

Beautiful Blue Crystalline Cells, No Glass  
Mega Lite 5, 10, 18, and 30 watt Panels  
Twice as Efficient as the "Flexible" Panels  
(Half the size for the same power output)  
at 2/3 the Price and without the Power Loss  
that occurs in "Flexible" Panels

**BEST PRICES ANYWHERE**

Speedy UPS Delivery. Visa/Mastercard OK

**ENERGY DEPOT**



Authorized Distributor for **SOLAREX**

61 Paul Dr., San Rafael, CA 94903 (415) 499-1333

7991 Folsom Blvd., Sacramento, CA 95826 (916) 381-0235

Call Toll-Free 800-822-4041

# EVINRUDE

## MOVING SALE!

We Are Moving Our Oakland Store  
To 2050 Clement Avenue in Alameda  
at the End of November. See Us NOW For . . .

## PRE-MOVING CLEARANCE SPECIALS!

BOSTON

**WHALE**

- Boston Whaler • Valco • Westcoaster •
- Bayrunner • Avon • Johnson • Evinrude •
- Gregor • Winner • OMC •

We'd Rather Sell Them Now Than Move Them!  
Call or Come In For GREAT CLEARANCE DEALS!!

**Johnson**  
OUTBOARDS

The Oldest EVINRUDE Dealership In The West . . With The LARGEST Inventory!"

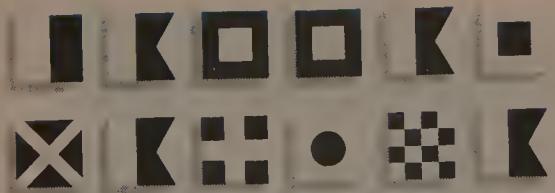
## THE OUTBOARD MOTOR SHOP

2024 San Pablo Avenue  
Oakland, CA 94612  
(415) 451-2000

41945 Albrae Street  
Fremont, CA 94538  
(415) 490-4454

The map shows the location of Marina Palmira on the coast of Baja California Sur, Mexico. Key features labeled include:

- PLAYA PICHLINGUE
- FERRY TERMINAL
- PUERTO PICHLINGUE
- PLAYA TESORO
- TREASURE BEACH
- PUNTA COLORADA
- SEA OF CORTEZ
- NORTH arrow
- PUNTA PRIETA
- BERCOVICH BOAT YARD
- LA CONCHA BEACH RESORT
- SEA OF CORTEZ YACHT CHARTERS
- COROMUEL
- HIGHWAY TO PICHLINGUE
- BAHIA DE LA PAZ
- MARINA PALMIRA
- RESTAURANT EL MORO
- DOWNTOWN
- MOGOTE PENINSULA
- Km. 2.5 Carretera a Pichilingue
- Phone: 011-52(682)24277
- 011-52(682)53959 (Alco Fax)
- La Paz, Baja California Sur, Mexico



## BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete  
Dock System

- DEEP WATER BERTHS:  
BASIN AND CHANNEL  
DREDGED TO -9.5 MLLW
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND  
TOILET FACILITIES
- WITHIN WALKING DISTANCE:  
MARKET/DELI • LAUNDROMAT  
RESTAURANT
- AT EACH BERTH:  
LARGE STORAGE BOX  
METERED ELECTRICITY  
PHONE HOOK-UPS • WATER

Well Maintained  
Facilities

Beautiful  
Surroundings



Kappas Marina  
100 Gate Six Road  
Sausalito, CA 94965  
(415) 332-5510

## WASHING, WAXING, & VARNISHING your troubles away

*Westwind*  
PRECISION BOAT DETAILS

Still the best investment on the water

Oil      Varnish  
Maintenance      Machine Rubout  
Machine/Hand Wax  
Free Estimates by Appointment

475 Gate 5 Road  
Sausalito CA 94965  
(415) 661-2205

...Anywhere in the Bay Area

# LETTERS

the problem.

As such I have written to Assessor Donald Kroger, his Chief Deputy John Scott, and Don Perata, Chairman of the Alameda County Board of Supervisors, in the hope they will have some feeling for the seriousness of the problem and will intercede. In fact, it would behoove the county supervisors to intercede because it sounds like the Assessors office and the Tax Collectors office have problems of epidemic proportions.

I would like one or all of the above to do the following:

1. Insure the Tax Collectors have not placed a lien on my residence, or have the lien removed immediately.
2. Instruct the Tax Collectors to write a letter to my mortgage company explaining the problem — if indeed a lien was placed on my residence.
3. Insure the Tax Collectors office notifies TRW credit of the billing problem and remove the lien information from my file.
4. Contact the Assessor's office and insure they correct the problem immediately.
5. Notify me in writing of the completion of all of the above.

I would like to bring to the attention of all of you the most compelling reason for wanting to cooperate in this matter. When you threaten the home of a woman, you leave yourself open to her wrath. I assure you my wife will deal with you more effectively than I. So please save yourself a great deal of trouble by contacting me, as I look forward to giving you any further details you require.

Fred Joyce III  
Alameda

*Fred — Since your mortgage holder no doubt knows that the policy of tax collectors is to assess first (if not second, third and fourth, also) and let the taxpayer try to straighten it out later, we doubt if they are suddenly going to call in your mortgage. It does seem oppressive of the government, however, to recklessly assess, thus wasting the valuable time of taxpayers who are in full compliance with the law. We can sympathize with the difficulty tax collectors have with tax evaders, but abusing the innocent hardly seems the proper or constitutional response.*

*If you've gotten the impression that bureaucrats don't really give a damn about the mess they've put you in, you're not alone. Since last summer a gentleman by the name of Matthew Lesko has offered \$5,000 for 'the best 250 or less word story of how a government bureaucrat helped you'. His contest — which has a pretty darn substantial prize — has been promoted to millions on Larry King's national radio show, the Pat Sajak television show, and on C-SPAN. Despite all that publicity and the 15 million bureaucrats in the United States, Lesko has only received one — that's right — one entry. You'll love who sent it in: a woman from the New York State Department of Taxation. She nominated her boss. And no, we didn't make this up.*

## ↓↑GIVE A HOOT BEFORE YOU TOOT

Like everyone else who loves the Bay, I'm disgusted by the amount of trash that ends up on our beaches and in our marinas. This weekend's flood tides brought an ugly harvest of plastic crap back to haunt us. Enough is enough, people!

But beyond the visible plastic pollution are the chlorofluorocarbons (CFCs) which destroy the earth's protective ozone layer. The ozone acts like an atmospheric screen against damaging ultraviolet rays. When CFCs entering the atmosphere, they break down and destroy the ozone. The results are more skin cancers, cataracts, crop damage and plankton kills.

Most of us know that the same plastic foam that washes up on Bay beaches is made from CFCs. Trying to be responsible, our family has stopped using styrofoam coffee cups and similar products. But until recently, I didn't realize that CFCs are the propellants used in boat horns. So is the Halon in fire extinguisher.

## Bareboat Charter Certification Course



### Chartering This Winter?

Get prepared, and pre-certified before you go. Avoid additional expense and embarrassment of a charter company supplied skipper on your vacation.

This one weekend course will polish your skills aboard 38-42 foot sailing yachts. Special emphasis given to anchoring, docking and maneuvering large sailboats.

Our USCG licensed Captains will help you pre-plan your vacation charter with insider tips for the area you'll be visiting.

Course includes text and "Bareboat Charter" Certification through the American Sailing Association, 20 hours. \$595

Recommended by *The Moorings* and other leading charter operators.

For Information or To Enroll,  
Call Today

**1-800-343-SAIL**

**Club Nautique**

Alameda

1150 Ballena Blvd.

Ballena Bay

(415) 865-4700

Sausalito

100 Gate 6 Road

Kappas Marina

(415) 332-8001

USCG Licensed Captains  
American Sailing Association Certified

# THE YACHT POLICY

To be sure you are getting the lowest cost,  
maximum coverage and fastest service

CALL the agency run by local  
knowledgeable, active and friendly sailors

**(415) 331-5770**

FAX 415-331-3237

Commerical and Personal Coverage  
Power and Sail.

Dianne Chute • John Sweeny • Bob Wooll  
**COLOMB INSURANCE SERVICES**

One Harbor Drive, Suite 104  
Sausalito, CA 94965

A BOATERS VALUE STORE  
America's leading source for  
boating accessories.



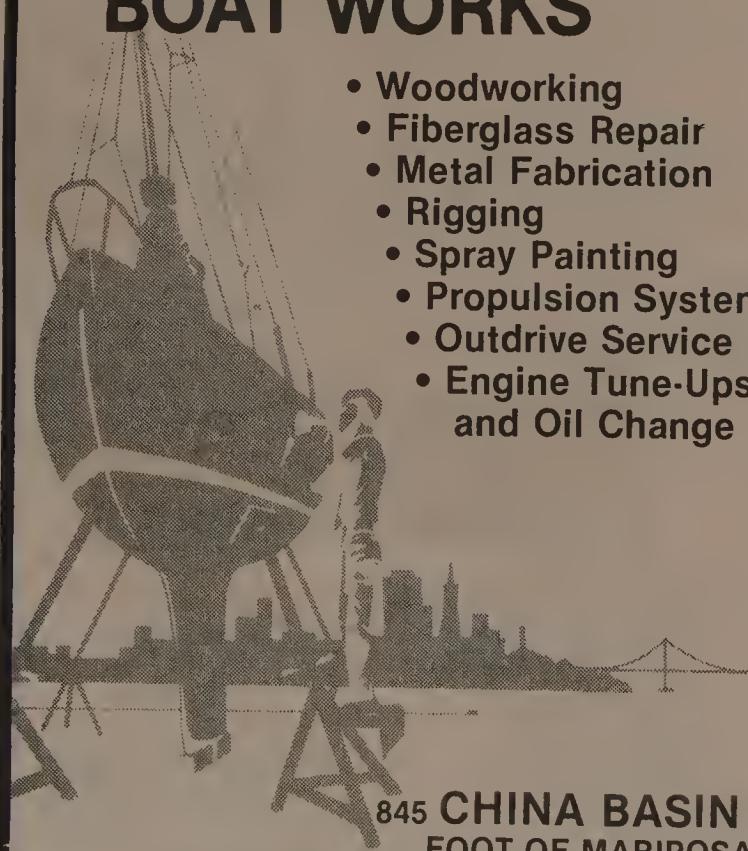
*Dutch's*  
**MARINE**

6100 Redwood Blvd. • Suite D • Novato • CA 94945  
415/898-0727

USED GEAR ON CONSIGNMENT

## SAN FRANCISCO BOAT WORKS

- Woodworking
- Fiberglass Repair
- Metal Fabrication
- Rigging
- Spray Painting
- Propulsion Systems
- Outdrive Service
- Engine Tune-Ups  
and Oil Change



845 CHINA BASIN ST.  
FOOT OF MARIPOSA  
SAN FRANCISCO  
**(415) 626-3275**

## DONATE YOUR BOAT TO SEA SCOUTS

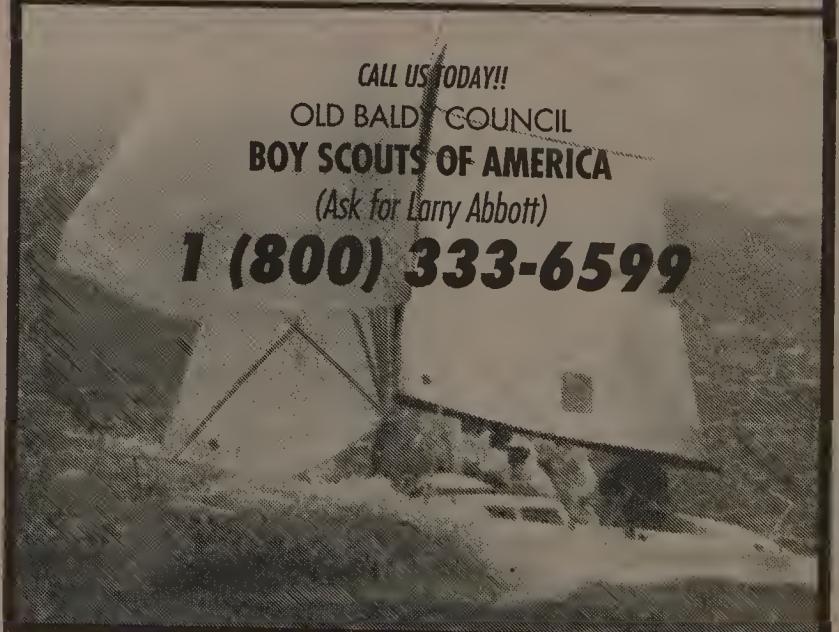
### POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1989 TAX CREDIT



CALL US TODAY!!  
OLD BALDY COUNCIL  
**BOY SCOUTS OF AMERICA**  
(Ask for Larry Abbott)

**1 (800) 333-6599**



# LETTERS

Thus every time I blast a warning or toot a greeting, I'm releasing CFCs into the atmosphere.

Can *Latitude* or some of your readers give me an alternative? I guess I could buy a hand-pumped fog horn (something out of *Captain's Courageous*) or *Two Years Before The Mast*, but that would be pretty cumbersome on a Catalina 30. Are their small boat horns and effective fire extinguishers that don't use CFCs? Are they comparably priced? Are they readily available in boat stores?

Bay sailors are responsible for keeping the water we love clean. We should act responsibly about the air we breathe. Can *Latitude* help with some consumer education?

Peter Detwiler  
Sacramento

**Peter —** Chandceries carry 12-volt horns that you can wire directly into your electrical panel for around \$18. We've got one on our photoboot; it's not super loud, but it does the job. In the long run they are more cost efficient than the disposable boat horns that are so common. If you really want to have a blast, there are compressed air horns starting at about \$120.

We're not experts, but it's our understanding that only the Halon fire extinguishers use CFCs. Unfortunately, Halon extinguishers are pretty much the only way to go for engine compartments, because they leave no residue and thus don't ruin expensive engines and generators. For the rest of the boat and other types of fires there are non-CFC extinguishers.

While we encourage all readers to eschew CFC boat horns and unnecessary Halon fire extinguishers, let's all remember that by far the biggest source of CFCs are automobile air-conditioners. So when it gets hot out there on the road, drive to the marina, hop on your boat, and go out for a nice cool sail.

## ↑↑SETTING THE MAN — THE POLE — STRAIGHT

On the reach leg in a recent club race, I set the genoa on a whisker pole carried to the same side as the main boom. I was informed at the finish that this set could be allowed only briefly, if at all, and only in obvious preparation for jibing to a condition where the whisker pole and boom were set on opposite sides.

Several weeks later, I crewed for someone who independently got the idea to boom out the genny to obvious advantage in circumstances similar to those I had encountered. In recounting my experience to him, the legality of the practice came into question, so the pole remained in its chocks to avoid a possible protest.

As I see it, the USYRU 1989-92 rules do not specifically address the questionable practice. However, if you reach out for the best alternative ruling, you might just grasp onto the following:

## "PART V — OTHER SAILING RULES

**64.2 Spinnaker Booms.** Only one spinnaker boom shall be used at a time and, when in use, shall be attached to and carried only on the side of the foremost mast opposite the main boom and shall be fixed to the mast.

### 64.3 Spinnakers.

A spinnaker, including a headsail set as a spinnaker, shall not be set without a boom. The tack of the spinnaker that is set and drawing shall be in close proximity to the end of the spinnaker boom, except when hoisting, gybing or lowering the spinnaker.

The requirements are clear enough for authentic spinnaker poles, but when is a whisker pole considered to be a spinnaker boom subject to rule "64.2 Spinnaker Booms"? A boom is mandated in conjunction with a spinnaker set. A boom is similarly required for "a headsail set as a spinnaker" in which case whatever serves as the boom is effectively a spinnaker boom.

So just when is a headsail set as a spinnaker — when you forget

# AWLGRIP® YACHT FINISHES ...always demanded!



## ■ When topcoating



## ■ bottom coating



## ■ or protecting bright work

Because AWLGRIP® always makes the best better.

*Free technical information available upon request.*

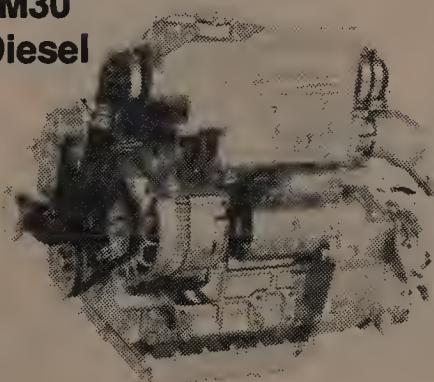
831 South 21st Street  
St. Louis, Missouri  
63103-3092  
Telephone 314 621-0525  
TWX 910 761-1209  
(U.S. Paint St.)

**U.S. PAINT**

AWLGRIP® N.V.  
Oudestraat 8  
B-2630 Aartselaar  
Belgium  
Telephone: 011-32-3-887-3006  
Fax: 011-32-3-887-3013

# Replace that old, tired Atomic 4 with a new Perkins

M30  
Diesel

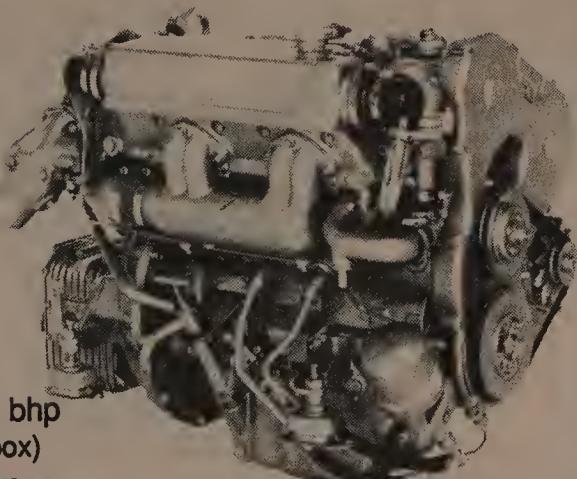


M30 = 29 bhp  
(inc gear box)  
Only 293 lbs

M50 = 50 bhp  
(inc gear box)  
Only 479 lbs

M60 = 60 bhp  
(inc gear box)  
Only 501 lbs

M80T  
Diesel



M80T = 79 bhp  
(inc gear box)  
Only 507 lbs

Designed by the World's Largest Diesel Manufacturer to maintain and build on Perkins legendary reputation for reliability and durability. Conservatively rated, more fuel efficient, quieter, and *most important they are affordable!!*

#### Factory Authorized Dealers:

##### BRITISH MARINE

#9 Embarcadero Cove

Oakland CA 94606 (415) 534-2757

##### LIST MARINE

69 Libertyship Way

Sausalito CA 94965 (415) 332-LIST

##### HAMILTON ENGINE SALES

885 Stillwater Road, Suite 100

West Sacramento CA 95691 (916) 372-6200

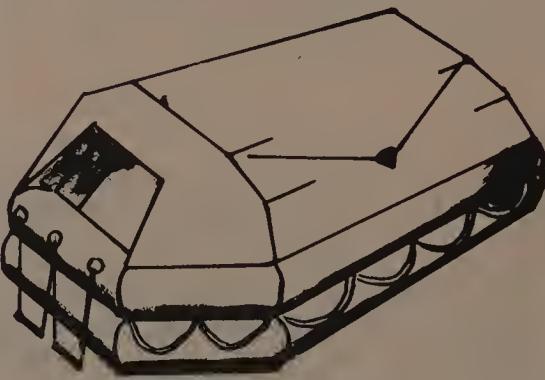
**ENGINES • PARTS • SERVICE**

USCG APPROVED TESTING FACILITY

SALES • SERVICE  
REPAIRS • RENTAL • REPACKING

OF  
USCG, SOLAS, COMMERCIAL,  
YACHT AND FISHERMAN

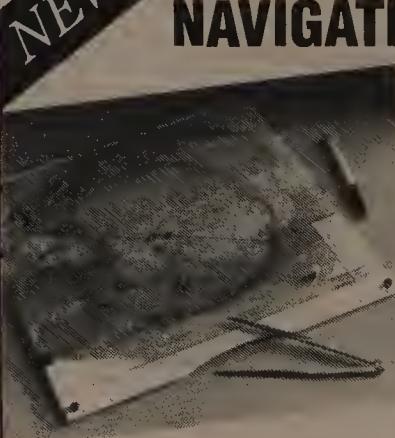
**INFLATABLE LIFERAFTS  
INFLATABLE BOATS**



**MARINE COMPANY**

555 SELBY STREET  
SAN FRANCISCO, CALIFORNIA 94124  
(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

NEW!



## PBC MK III NAVIGATION PLOTTER and VIDEO

"Makes  
cockpit  
navigation  
a reality."

PETER ISLER,  
Navigator,  
Stars & Stripes

- Eliminates variation (allows magnetic navigation)
- Eliminates parallel rules, protractors, triangles
- Plot courses and bearings on an erasable surface
- Used by the UNITED STATES NAVY
- Used in AMERICA'S CUP races by Peter Isler, Navigator

Now, the PBC MK III NAVIGATION PLOTTER announces its new 30 minute navigation video. The video demonstrates how to simplify navigation with use of the PBC PLOTTER, in addition to covering DEAD RECKONING and CURRENT VECTORIZATION.

- PBC MK III Navigation Plotter, \$79.95 plus \$4.50 shipping & handling  
— PBC MK III Navigation Plotter with video, \$99.95 plus \$4.50 shipping & handling

Calif. residents add 7% sales tax.



**KANE MARINE**

P.O. Box 5421,  
San Mateo, CA 94402  
415/349-1341

# LETTERS

to attach it to the forestay? I consider "set as a spinnaker" to mean flying free on all three edges, with the luff unsupported (the intent of rule 64.3 is to disallow unsupported parachutes). With a genoa hanked to a headstay, slackening the sheets off the wind does not constitute setting the headsail as a spinnaker. Thus a boom employed with a headsail not set as a spinnaker would not, in effect, be a spinnaker boom subject to rule 64.2.

Can you set me — and my pole — straight on this issue?

Jim Pinkowski  
Cameron Park, CA

*Max Ebb replies:* This is a good example of something I've been trying to get through to the publisher of this magazine: that's it's not always enough to own a rule book; sometimes you have to read it, even the parts that don't seem like they're very important.

You probably glanced at the title of Rule 64.4 USE OF OUTRIGGERS, which immediately follows the two rules that you cite, and assumed it applied only to trimarans. In fact, an outrigger is defined by this as "any device so placed that it could exert outward pressure on a sheet or sail . . ." Clearly a whisker pole is an outrigger. Rule 64.4 prohibits the use of outriggers for sheeting headsails (with some clear-cut exceptions that don't apply here), and with one exception is that relevant: "A headsail may be sheeted or attached at its clew to a spinnaker boom, provided that a spinnaker is not set." So, it's okay to use a spinnaker boom as an outrigger for sheeting as long as a spinnaker is not set. But, Rule 64.2 requires that spinnaker booms (without mentioning what they're being used for) can only be carried opposite the main boom.

The only remaining question, then, is what constitutes a spinnaker boom. Since the rules never mention anything called a whisker pole, and since a spinnaker boom is the only spar that you can ever legally use to wing out a jib, the only reasonable interpretation is that a whisker pole is a spinnaker boom in this context. Note that class rules define the allowable length of a spinnaker pole, not IYRU rules.

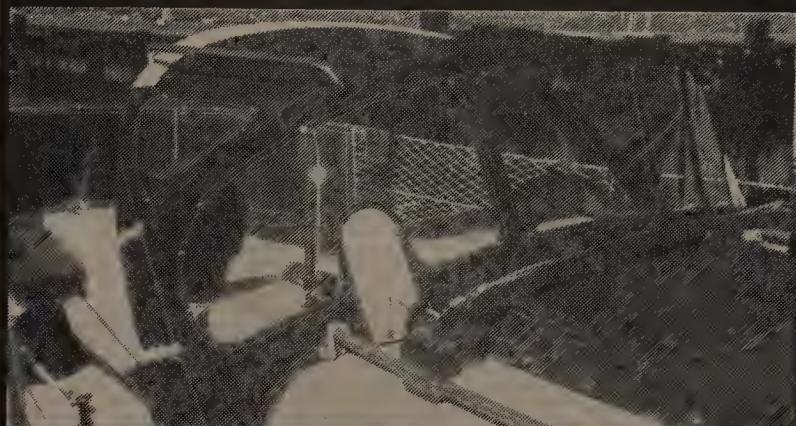
So the rules are pretty clear after all. You can't use a whisker pole on the leeward side, but you can use it to wing out the jib to windward as long as no spinnaker is set.

There's one way you can have some fun with this. Note that a headsail may be set as a spinnaker, with the tack "in close proximity to the spinnaker boom". In some circumstances, tacking your jib out at the end of your spinnaker pole is significantly faster than wing-and-wing. But Practice it first!

(And just between you and me, I hadn't read this section of the new rules either.)"

So says Max Ebb.

## CUSTOM DODGERS



ANN & PETE ROSE'S CAL 34 "LA VIE EN ROSE"



EDgewater 2-2509

300 Industrial Center Bldg • Harbor Dr • Sausalito, CA 94965

Invest in a Tall Ship *The Call of the Sea*. (415) 331-1282

## THE ARMCHAIR SAILOR



MARINE BOOK & NAVIGATION CENTER



Thousands of Titles, New & Used.  
Imported and Out-of-Print Books.



Worldwide Charts and Cruising  
Guides. Free Cruise-Planning Checklists.



Navigation Instruments.  
Computerized Chart Updating.



Imported Yachting Magazines.  
Ship Models and Half-Hull Models.



Over 180 Marine Videos  
To Rent or Buy.

Mail & Phone Order Service

WE SHIP ANYWHERE!

**(415) 332-7505**

42 Caledonia St. • Sausalito, CA 94965

MON-SAT 9-6 SUN 12-5

PAT.  
PEND

## SELF-STEERING

Professional choice for bluewater cruising — SAILOMAT® 536. **New** models for all types of sailboats 28-65 feet. Simple mounting & handling. **SUPERIOR** strength & reliability. Factory direct. Export. 3 year limited warranty.

Order brochure:

**SAILOMAT CORPORATION**  
P.O. Box 1952, La Jolla  
CA 92038 (619) 454-6191

# SAILOMAT

*Resort* is our  
middle name.



At Sunroad *Resort* Marina, the newest and most modern boating facility in San Diego, you'll enjoy all the amenities of a resort... and best of all, great service provided by a caring crew.

Within California, phone toll-free, 1-800-542-7547  
From Arizona, 1-800-622-7547



955 Harbor Island Drive, San Diego, CA 92101

## INSURANCE RATES TOO HIGH FOR BOATS!

**BOATOWNERS:** Now you, too, can save on the cost of insurance on your boat policy and expand the navigational limits.

**DISCOUNTS AVAILABLE**

Protective devices	36' Sailboat
Boating Education	Value \$65,000
Diesel Engine	Liability \$300,000
	Medical \$5,000
	Annual Premium \$312.00

**DON GOGNA**

(415) 829-4438

## GOLDEN STATE DIESEL MARINE

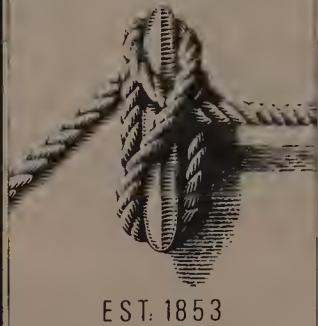
PARTS AND SERVICE

PATHFINDER • YANMAR • VOLVO  
• WESTERBEKE •  
DIESEL & GAS ENGINES

351 EMBARCADERO  
OAKLAND, CA 94606

(415) 465-1093

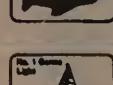
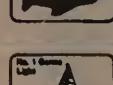
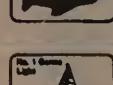
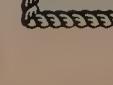
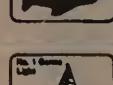
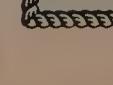
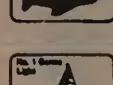
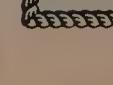
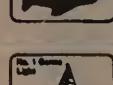
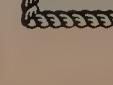
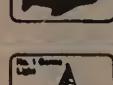
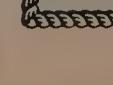
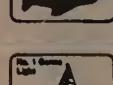
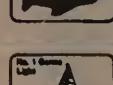
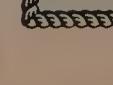
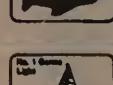
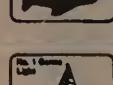
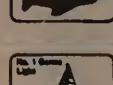
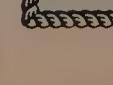
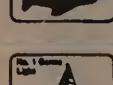
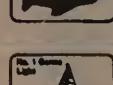
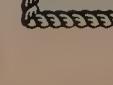
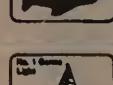
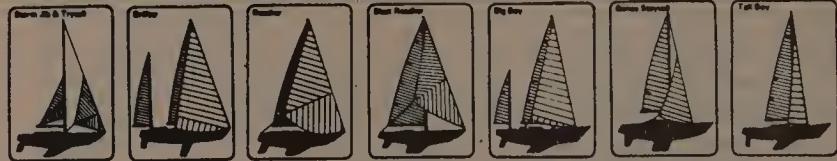
STONE  
BOAT YARD



STONE is the oldest boat yard on the West Coast — and, we think, still the best.

We especially invite you to bring us all those *unsolvable* problems, no matter how small — and, given our newly refurbished 420 ton marine railway, no matter how big.

STONE BOAT YARD  
2517 Blanding Ave.  
Alameda, CA 94501  
(415) 523-3030



# LOOSE LIPS

Some things never change.

"To seaman, the gambling halls and bars of San Francisco's infamous Barbary Coast were paradise. The monotony of weeks and months at sea magnified the pleasures of shore leave, and San Francisco more than any other port in the world was the zenith of debauchery at the turn of the century."

A new John Jakes novel? The teaser for a new Mel Gibson film? No, actually it's a passage from *Southwest Pacific*, a short history of the Coast Guard on the West Coast. It's all part of a deluge of historical information they've been putting out in the last few months in preparation for their bicentennial celebration next year.

Too late for Calendar.

But too important not to mention: The Sausalito Tallship Society is sponsoring a benefit dinner and raffle for earthquake victims at the Sausalito Cruising Club on Thursday, November 9 at 7 p.m. The event will feature accounts from Captain Ralph "Buck" Buchan, a merchant marine officer, frequent *Californian* skipper and former Marina District resident. (Buck's apartment is the one that was reduced to a pile of rubble, killing three occupants.) Ravioli dinner will start at 7:30, Buck's earthquake accounts (he wasn't in the building at the time, thank goodness) and raffle are at 8:30. The raffle will include an 11-day cruise on the state tallship *Californian* in the elegantly appointed Governor's Cabin.

The cost for the evening is \$15 per person or \$25 per couple. The proceeds will benefit the American Red Cross Earthquake Relief Fund. The Sausalito Cruising Club is located at the foot of Napa Street in Sausalito. For additional information, call Ed Griggs at 332-3871.

It's not that bad...

While talking with a broker friend recently about police auctions and the good deals you can get on boats (he picked up a decent Ranger 23 for about a third of the normal price), he chuckled at one point and said, "I've been meaning to tell you guys about this for weeks. A month or so ago, this guy came in the office and started asking a lot of questions about derelict and abandoned boats. Then he starts telling me about this boat over in Sausalito that he's sure is a derelict, this Bertram 25 named .38 Special!"

That's our photo boat. So, okay, it could use a little touch-up here and there. So what's so funny about that?

Warm fins, cold heart.

According to an article in *National Wildlife* magazine (you never know what you're going to find in the *Latitude* restrooms), the great white shark is... are you ready for this?... warmblooded. Not exactly in the mammalian sense, because he doesn't maintain a constant body temperature. However, he can maintain a body temperature some five or six degrees above that of the surrounding water, which puts him in a pretty elite class of only a handful of non-mammal, non-birds that can do it. As if he's not in an elite enough class anyway. "The advantages of hot-bloodedness are stupendous," says Steinhart Aquarium's shark guru John McCosker in the article. "Roughly speaking, a five-degree rise in muscle temperature will increase the rapidity and power of the muscle contraction as much as three times. It's like an athlete warming up — only the great white shark is always warmed up."

Terrific.

For the birds.

In case you didn't catch the news anywhere else, Richardson Bay became off limits to all boating activity as of October 1. For the 27th season, the area becomes a wildlife refuge for the thousands of migratory birds that spend the winter months in our relatively warm climes. Until spring, the only boats allowed in the area are patrol/bird-watching boats manned by volunteers. If you're interested in such duty, or in learning more about the estimated 350,000 birds that



Be Prepared

**Winterize**  
YOUR BOAT NOW!!

WE MAKE ALL TYPES OF  
CANVAS COVERS  
AND DODGERS

ONE NORTH AMPHLETT  
SAN MATEO, CA 94401  
**(415) 342-5625**



## SNAKE SKIN!

These good-looking comfortable shoes are made of Watersnake and fine soft Leather.

Available in White or Beige, by mail order only. Belts available too!

Boat shoes only: \$135.00. Add \$25.00 for belt. (Shipping, handling and sales tax included.) Send check or money order to:

**MARC WEST**  
1032 Irving St., Suite 702, San Francisco, CA 94122

Include name, shipping address and day and evening phone number. Specify color and size. Available in Men's sizes 5-1/2 to 11 and 12.

Allow 4 weeks for delivery.

# ◆ McGINNIS INSURANCE ◆

## THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

### ★ EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising

*If You Don't Know Boat Insurance  
Make Sure You Have An Agent Who Does*

**(415) 332-0500**



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965



Donate your boat to  
the Sea Explorers



#### Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
  - Eliminate broker fees, advertising and berthing.
  - Help instill the love of the sea and boating into the youth who participate in sea exploring.
- Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin

**(415) 638-3600**

Sea Scout Division  
San Francisco Bay Area Council



THE SHIP'S CHANDLERY



DIV. OF MARITIME PACIFIC

- Chart Agents for NOAA, Dept. of Defense –
- and Canadian Hydrographic Service –



### PRE-CHRISTMAS RED TAG SALE

November 6th through the 22nd

- Galleyware – Sea Sculpture – Nautical Gifts –
- Jewelry – Marine Equipment – Coffee Mugs –
- & Much, Much More!

We have one of the largest selections of Nautical Books  
in the Bay Area – over 500 titles!!



1640 WEST CAMPBELL AVENUE

CAMPBELL, CA 95008

KIRKWOOD SHOPPING PLAZA

OPEN: 10-6 MONDAY THRU SATURDAY, CLOSED SUNDAY

# LOOSE LIPS

winter over in the Bay Area, contact the National Audubon Society at 388-2524, or visit their Sanctuary Education Center at 376 Greenwood Beach Rd. in Tiburon. They run programs for the public every Sunday.

## Which way to the beach?

Some 10,000 volunteers picked up almost a quarter million pounds of trash off area beaches September 23, making the California Coastal Commission's fifth annual Coastal Cleanup a big success. Not only was the 1,000 tons of junk a milestone, the number of volunteers was nearly twice last year's total. Aside from a few unusual artifacts, such as a complete motorcycle, the rest was the usual mundane concoction of styrofoam, plastic six-pack rings, fishing line and nets, and beer/soda bottles and cans. We congratulate the CCC on the idea and the effort, and once again urge boaters to do their part by not being water litterbugs. Two good habits to get into are to make your first act upon arriving at the boat to set up a fresh trash bag, and your last act upon leaving to carry the full one up to the dumpster.

## Free James Brown!

And while you're at it, why not free the 'Maine Fifty-Thousand'? Here's the deal: Each year Maine lobstermen manage to lose about 50,000 plastic and wire lobster traps. Researchers have discovered that almost every one of these traps lost on the ocean floor contains a lobster, a lobster that can neither reproduce nor be harvested. If lobstermen were to use traps that had a biodegradable side that would rot away after a few months, it would be better for both the individual lobster and the lobster industry.

Incidentally, if you're thinking about having lobster for dinner, why not think again. For one thing, lobster isn't particularly good for you and is hard to digest. Then there is the matter of having terminated a life 30 or 40 years prematurely just so you can have a 'luxury' dinner. We're not saying you should never have lobster, but if you're cruising to Mexico, try to refrain from gorging yourself on lobster just so you can tell everybody you did it.

## Problems? You think you got problems?

Alan Bond — who backed Australia's historic 1983 America's Cup victory — is coming up a little short this month. To the tune of about \$5.32 billion. His "if-it's-for-sale-I'll-buy-it" business philosophy worked great — for awhile.

## Medicine for Mariners.

The name says it all. This ambitious seminar scheduled for November 11 and 12 aims at teaching offshore racers and cruisers everything they need to know about treating injuries and common ailments far from the nearest doctor. Included is instruction by a physician on how to dress wounds, sew up gashes and recognize common "bugs." Sessions are planned to be all-day affairs, held partly in a classroom and partly hands-on aboard a boat. Since this seminar goes a step beyond the Advanced First Aid course, interested boaters should consider that Red Cross course a prerequisite. For more information, call Tim Blair at 232-6114. (Note: This is a rescheduling of a course originally offered in July.)

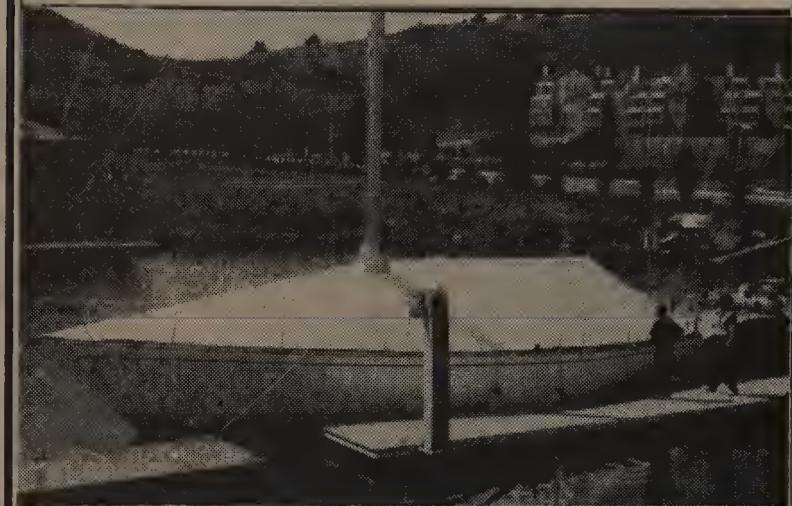
## New boats.

Continuing our almost-every-month feature, the following are a few of the folks who have bought boats in the last couple months.

**Fred Conta**, who bought his C&C 33 from World Yacht Center in Alameda, has the right idea. In addition to club racing out of Tiburon YC, he'll also race special events like Jazz Cup and Vallejo. In between, he'll take the boat once a month on mini-cruises to places like the Delta or Monterey.

**Eltjordis Fammestad** purchased his Morgan 38 from United Yachting Ventures with the purpose of extended cruising. To that end, the boat is undergoing extensive upgrades, including a new epoxy

# WINTER'S COMING . . . . .



## COVER YOUR INVESTMENT

- Boat Covers
- Enclosures
- Dodgers
- Cushions

(415) 233-7683



California Custom Canvas

1228 Brickyard Cove Road  
Point Richmond, CA 94801  
*At Brickyard Cove Marina*

**AVAILABLE IN '89**  
**FOR RACING OR CRUISING**

'EMILY CARR' — SANTA CRUZ 50  
"SHADOW" — SOVEREL 55  
"STARDUST" — GULFSTAR 50

CALL LANI SPUND OR JUNE LUNDSTROM FOR COMPLETE DETAILS

**(818) 353-6689 FAST IS FUN!**

FOOLPROOF MARINE • 11011 SEVEN HILLS DRIVE • Tujunga, CA 91042

# **EVERYBODY'S DOIN' IT!!**

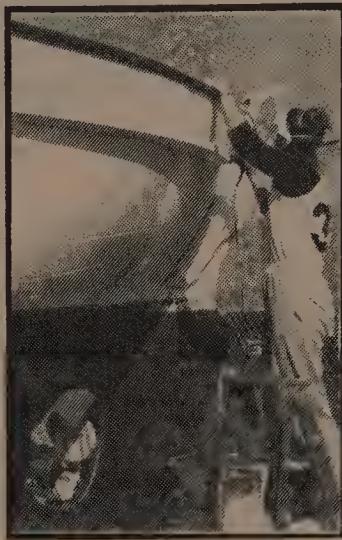
## **At Nelson's**



OWNER TOM WILSON AND FRIEND BILL BENTLEY (WHAT ARE FRIENDS FOR?) GRIND AND FARE "BLYTHE SPIRIT II" AFTER BLISTER REPAIR.

**Want to work on your boat yourself? Bring it on down to Nelson's — we're glad to have your boat in our yard, and can offer help when you need it. We also have a store on the premises for all the supplies you may need.**

### **The Do-It-Yourselfers Diary**



OWNER JAN OLAFSSON PREPARES ARIES 32 "FANTASY" FOR NEW TOPSIDES PAINT JOB. THE BOTTOM HAS BEEN COMPLETED.



FRANK WELLING RECENTLY BOUGHT HIS FRIEND'S FERRO CEMENT SOUTH PACIFIC CRUISING VETERAN "SUNDAY" AND CAME TO NELSON'S TO CLEAN HER UP; REPAIN THE HULL AND GET HER READY TO GO AGAIN.

**Tired of the same old grind? Nelson's, of course, has skilled professionals to handle anything you don't want to do yourself. Fiberglass repair, bottom faring, LPU paint jobs — we'll do it right!**



JOHN SITKO SHOWING THE NEW RUDDER HE IS BUILDING FOR HIS FRIEND DON McCUBBINS.

### **Our Guarantee!!**

### **Guaranteed Blister Repair**

### **Call for Details**



ERNEST EZELL, A MAINTENANCE WORKER FROM THE BLUE & GOLD FLEET HELPED OUT A FRIEND BY REPLACING SOME PLANKS IN HIS 37-FT CHRIS CRAFT.

*The Boatowner's Boatyard*



**Nelson's  
Marine**

2229 Clement Avenue  
Alameda, CA 94501

(415) 536-5548

FRANK & SEBASTIAN MACERIA TOOK ON A BIG PROJECT AND REFASTENED ALL THE PLANKS WITH LITERALLY THOUSANDS OF STEEL SCREWS ON THEIR BOAT "LADY ASHLEY".

# LOOSE LIPS

bottom at Alameda's Mariner Boatyard, a new Isotherm refrigeration system, solar panels and more.

Petaluma's Arnold Finocchio and Victoria Acciari purchased their center cockpit Tayana 42 from Pacific Yacht Imports, but we won't be seeing them in the Bay for a while. They flew to Florida to pick up the boat ASAP, and will be meandering their way through the Caribbean before heading back west.

Jeff Booth of Los Gatos also picked up a Tayana from Pacific Yacht Imports, this one a 47 with aft stateroom. Jeff will be keeping his boat in the Bay Area, at least for the immediate future, shaking her down and getting her ready for the big cruise south he plans in the not-too-distant future.

## Free boat.

Bet that got your attention. And Archie Held would be happy if you came and got the historical 16-footer out of his yard. He describes it as a "baby Golden Gate", the first of two ever built in the mid '40s. Archie says it's been out in the weather for years, so needs a good dose of TLC, but he's got all the goodies and is willing to give it to the first taker. Though it doesn't come with a trailer, he says he might be able to arrange one to help deliver. Call him at (415) 235-8700 for more information.

## More bad news from Uruguay.

As we went to press, we learned that Janne Gustaffson, a Swedish friend of ours who had been sailing on *The Card*, died in a motorcycle accident after Leg One of the Whitbread Race. Janne, who also sailed on *Midnight Sun*, *Drum*, *Royal Blue*, and *Matador*, was in his late twenties. He sailed hard and partied hard, and enjoyed his all-too-brief life to the fullest.

# HORIZONS

**For Business, For Pleasure, For You . . .**

- Looking for a night or weekend away?
- Looking for the ideal place for business meetings or entertainment?
- Looking for some time on the water in luxury and splendor?

**"THERESE"**  
IS  
YOUR  
ANSWER.



"Therese" is our luxury 47-ft motoryacht

"Therese" is a fantastic way to cruise the Bay, enjoy candlelight dinners, and entertain. Catered luncheons or dinners are available at dockside or with a skippered-charter\*.

Horizons Sailing Club offers a complete program of charters and lessons from novice to advanced in boats from 28-47' for both power and sail.

All this and more only at Horizons!!

For Information Call **(415) 521-5370**

1030 Marina Village Parkway Alameda, CA 94501

\* Skippered charters are limited to six people

# Cal

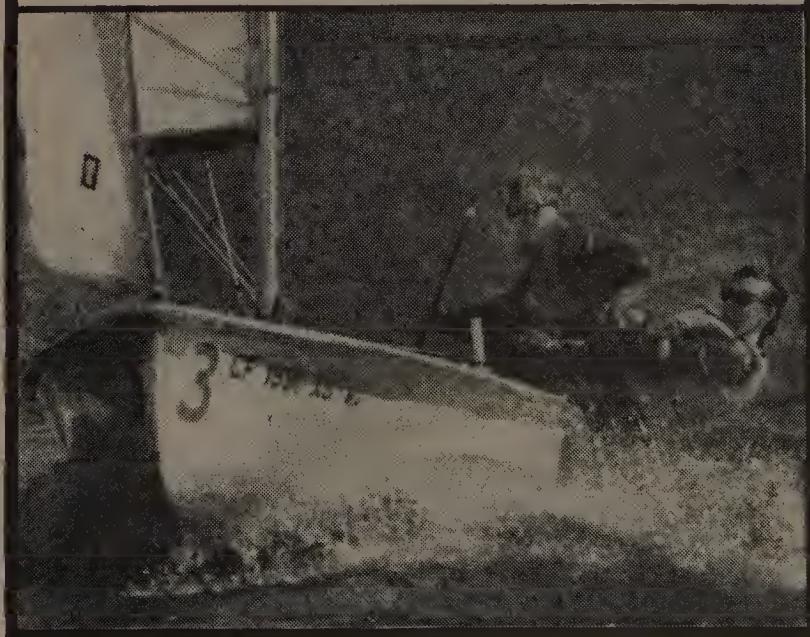
## Is Looking for Your Yacht

The UC Department of Recreational Sports (Aquatics Program) is seeking motor and sailing vessels for our instructional, recreational and competitive programs.

Your tax deductible donation will be handled quickly — eliminating brokers fees, advertising and berthing.

Donating your boat to Cal will greatly assist us in advancing our Aquatics program on the Bay.

**FOR MORE  
INFORMATION,  
PLEASE CONTACT  
ROBERT ANDERSON  
(415) 642-4000**



**Attention racers, cruisers,  
families, friends,  
competitors, and adventurers!**

**It's not too early to  
start planning your  
Sailing Experience  
of a Lifetime!**

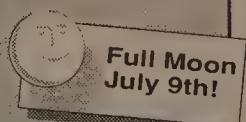
The 6th Biennial

# West Marine **PACIFIC CUP**

The Fun Race to Hawaii

Starts in San Francisco Bay  
**July 4th, 1990**  
Finishes in Kaneohe Bay, Oahu

2071 miles of the finest  
downwind sailing you'll ever put  
under your keel



Full Moon  
July 9th!

Early entry fee - \$500  
Fee after Feb. 1, 1990 - \$550

**NOW AVAILABLE!**

Complete Race Packet  
with Entry Form

Send \$10 to  
The Pacific Cup Yacht Club,  
2269 Chestnut St. #111,  
San Francisco CA 94123

**SEA THE FINEST!  
JOIN OUR PRESTIGIOUS  
FLEET OF BOAT DONORS!**



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program.

DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write:  
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.  
P.O. Box 327  
Vallejo, Ca. 94590  
(707) 648-4216

**R E P A I R S**

**R E P A I R S**

**R E P A I R S**

**HAYNES SAILS**



*A full service sail loft*

70-U Woodland Avenue  
San Rafael CA 94901

(415)459-2666



**GIANOLA  
& SONS**

Award Winning  
Canvas Products

Custom Interiors & Cockpit Cushions

Family Owned and Operated Since 1969  
400 Harbor Drive, Sausalito

For Free Estimates Call

**(415) 332-3339**

**WHAT  
EVERYONE OUGHT  
TO KNOW ABOUT  
MARINE INSURANCE**

*Some Plain Talk About A Business  
That Often Sounds Complicated.*

Call if you'd like  
to hear more.

**(415) 523-3435 or  
(800) 647-2025**

**TEDRICK-HIGBEE**  
INSURANCE SERVICE

P.O. Box 567  
Alameda, Ca. 94501-0007

# Celebrate the Season

with Values from West Marine Products

Prices good through November 22, 1989

**ACCO**



## PROOF COIL CHAIN

Size	Model	Sale/ft.
3/16"	106468	.65
1/4"	106450	.99
5/16"	106484	1.40
3/8"	106476	1.93



**Sale 54<sup>95</sup>**

### HEATER W/FAN

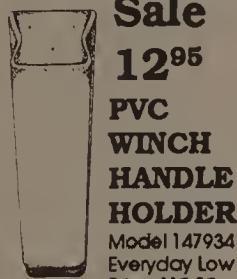
- 1500 & 750 watt heat settings
  - Thermostatically controlled
  - UL listed, uses 110V power
- Model 235325



**COLD WEATHER GLOVES**

Everyday Low Price \$25.95

**Sale 19<sup>95</sup>**



**Sale 12<sup>95</sup>**

### PVC WINCH HANDLE HOLDER

Model 147934  
Everyday Low Price \$15.95

**Sale 11<sup>95</sup>**

### SKYBLAZER HAND LAUNCHED FLARES

Waterproof.  
Sold in a pack of 3.  
Model 152231  
Everyday Low Price \$16.95

**Sale 4<sup>75</sup>**

### CLEAN BURNING KEROSENE

Gallon  
Model 132209  
Everyday Low Price \$5.25



**HARKEN**



### CAMCLEAT BALLBEARING

Model	Reg.	Low Price	Sale
#150	114652	17.95	13.95
#200	202564	8.95	6.95

Vinyl covered, foam filled.  
Everyday Low Price \$8.95

Model 112458 Everyday Low Price \$7.35



### BUOYANT CUSHIONS

**Sale 6<sup>95</sup>/ea.**

**Sale 4<sup>95</sup>**

### TYPE II LIFEVEST

Foam filled

Model 112458 Everyday Low Price \$7.35



**NEW ENGLAND ROPES**

### 3 STRAND WHITE NYLON

Dia.	Model	Price/ft.	Sale/ft.
3/16"	122606	.08	.06
1/4"	122598	.11	.09
5/16"	122630	.16	.13
3/8"	122622	.22	.18
7/16"	122655	.29	.25
1/2"	122580	.38	.32
5/8"	122648	.61	.52
3/4"	122614	.85	.73
1"	122572	1.52	1.30

## West Marine Electronics

Now with even better performance & super low price!



**Vector  
LORAN**

Model 375279

**299<sup>00</sup>**

### ALPHA HANDHELD VHF

55 channels  
Model 302026  
Everyday Low Price \$179.00

**Sale 169<sup>00</sup>**



Our lowest priced  
25 watt VHF

**New!**



### ARIES VHF

26 US and 4 weather channels  
Model 387860

**149<sup>00</sup>**

All West Marine Electronics carry a  
2 Year Warranty plus a  
Lifetime Flat-fee Repair Plan



**HERCULES VHF**

45 US & Intnl. channels  
Model 302042



### ORION VHF

55 US & Intnl. channels  
Scanner  
Model 1302034  
Everyday Low Price \$219.00

**Sale 199<sup>00</sup>**

# West Marine Products

Quality Boating Gear and Apparel at Discount Prices

### Sausalito

295 Harbor Dr.  
Formerly Anchorage Marine  
(415) 332-0202

### Oakland

2200 Livingston St  
23rd Ave exit, Hwy 880  
(415) 532-5230

### S San Francisco

608 DuBuque  
take Oyster Pt. Blvd  
(415) 873-4044

### Palo Alto

850 San Antonio Rd  
just of Hwy 101  
(415) 494-6660

### Stockton

1810 W Field Ave  
off Hwy 1-5 at Buena Vista  
(209) 464 2922

### Santa Cruz

2450 - 17th Ave  
at the Freeway  
(408) 476-1800

16 STORES TO SERVE YOU! Open 7 Days a Week.

TOLL FREE PHONE ORDERING - California - 800-283-6070 - Outside Cal. - 800-538-0775 Visa & Mastercard gladly accepted

# SIGHTINGS

## fire down below

In a month where drama was at a premium, an accident occurred in the Estuary that left witnesses nearly as shaken as they'd been on October 17. On Saturday the 23rd, in the early evening - "I looked at my watch and I swear it said 5:04" says Sally Andrew (who took the accompanying photos) — residents of Alameda's Fortman Marina looked up to see the 31-ft sailboat *Bon Compagnie* billowing smoke and flames.

Fortman liveaboard Ken O'Toole, his wife Connie and an unidentified boater from B dock jumped in O'Toole's dinghy and were the first ones out to the stricken boat, which was still motoring east down the Estuary. As they neared the boat, owner Robert Fooshee of San Jose jumped off into the water.

"We dragged the guy into the dinghy and asked if there was anybody else on board," says Ken. When Fooshee shook his head, O'Toole asked about propane or gasoline. The owner shook his head again. The boat had a diesel engine.

The Coast Guard didn't have far to come to respond. Rigless and totally engulfed in flames, *Bon Compagnie* dutifully avoided all the parked boats on either side of the Estuary and motored herself right onto the beach at Coast Guard Island. By the time the fireboat arrived, the island's firetrucks had doused the flames.

The cause of the fire is still under investigation, a key suspect being the kerosene stove. On deck readying his docklines, Fooshee said the fire was so intense by the time he noticed it that he was unable to descend below, or even to reach for the fire extinguisher.

## adventures of a crew listee

It started as a lark. Three years ago, Jill Marson landed a free trip to the Caribbean. She'd never set foot on a boat before, so while there, she arranged to go sailing on one of Mike Burke's Windjammer Barefoot cruises.

That adventure, though more of a social scene than cruise, got Jill hooked on sailing. And like all us junkies, once was not enough. In the space of a year after she returned to Santa Barbara, Jill had quit her job at a software company, sold the Porsche and was in the process of interviewing boat owners responding to her "want to crew" classifieds in *Latitude 38* and the *San Diego Log*. The ads generated more than 150 letters and phone calls, starting her down what at first was a rocky road to crewing happiness: seagoing tyrants, ill-prepared boats, mid-sea family feuds and other assorted crew nightmares — with just enough wonderful people, places and boats to keep the dream alive. Perhaps the best two examples of what we're talking about are the first two boats she crewed on.

"I can't believe it now, but I picked the first boat partly because it was leaving soon, partly because it was nearby (in Oceanside) — and mostly because I was just burned out trying to make a better decision. The girl I'd originally planned to do this with had bailed out, and I'd spent the last two months driving up and down the coast from San Francisco to San Diego interviewing skippers. If I was going to do it, I figured I'd better just do it."

"Big mistake," she says, smiling ruefully. The complement aboard the boat (which shall remain nameless) consisted of Jill, a 25-year-old man, the 50ish owner/skipper — and the skipper's 12-year-old son that he kidnapped just before they shoved off. As soon as they got out of sight of land, the mild-mannered skipper changed from Dr. Jekyll to Captain Bligh.

"By the time we reached the Marquesas 37 days later, he was threatening me with physical violence," says Jill. "I was literally ready to jump on a copra freighter rather than sail any further with this guy."

Fortunately, she befriended Vanessa on the boat next door. When they left for Tahiti a few days later, Jill was invited to go.

"It's funny," she says now. "At that point, even though I was miserable, I didn't feel it was right to just change boats. I was so used to the security you get after living 32 years on land, that I felt really uneasy about it." To help make the obvious decision, she sought the advice of a neutral third party, a Kiwi skipper named Graham on another boat in the harbor.

"He said, 'Are you crazy? I've been sailing 15 years, and I've never had the opportunity to sail on a boat like that.' Besides insecure, I was also ignorant.

## third hull's

The bad news about ocean-going multihulls is that they're prone to flipping — and, once turned over, they don't come back. The good news, if you will, is that a turtled multihull generally won't sink. In essence, it actually becomes a better platform for survival than most liferafts. That lesson was borne out yet again last month, when four men drifted up on a beach 60 miles northeast of Auckland, New Zealand, after spending nearly four months on their overturned 42-foot trimaran.

"We needed a miracle, and we got one," said New Zealander John Glennie, the skipper and builder of *Rose Noelle*. Briefly, what happened to Glennie and his three-man crew (two Kiwis and a Minnesotan) was this: on June 3, while on a three week cruise



**a charm**

from New Zealand to Tonga, Rose Noelle flipped in 60-knot winds. Neither of two EPIRBs made contact with the outside world, so the men settled into a routine that was to last four months.

Caught inside during the capsized, the men cut a hole through the hull to get out, afterward using it to retrieve food and other stores they needed. (Pretty standard stuff — some multihulls even come with ready-made emergency "upside-down" hatches). They lived at first on their own food and drinks, then emergency rations and finally, on seaweed and raw fish. They had plenty of soda initially, and stacks of apples and kiwi fruit from which to derive moisture, but eventually — 40 days into their 120-day ordeal — they

cont'd center of next sightings page

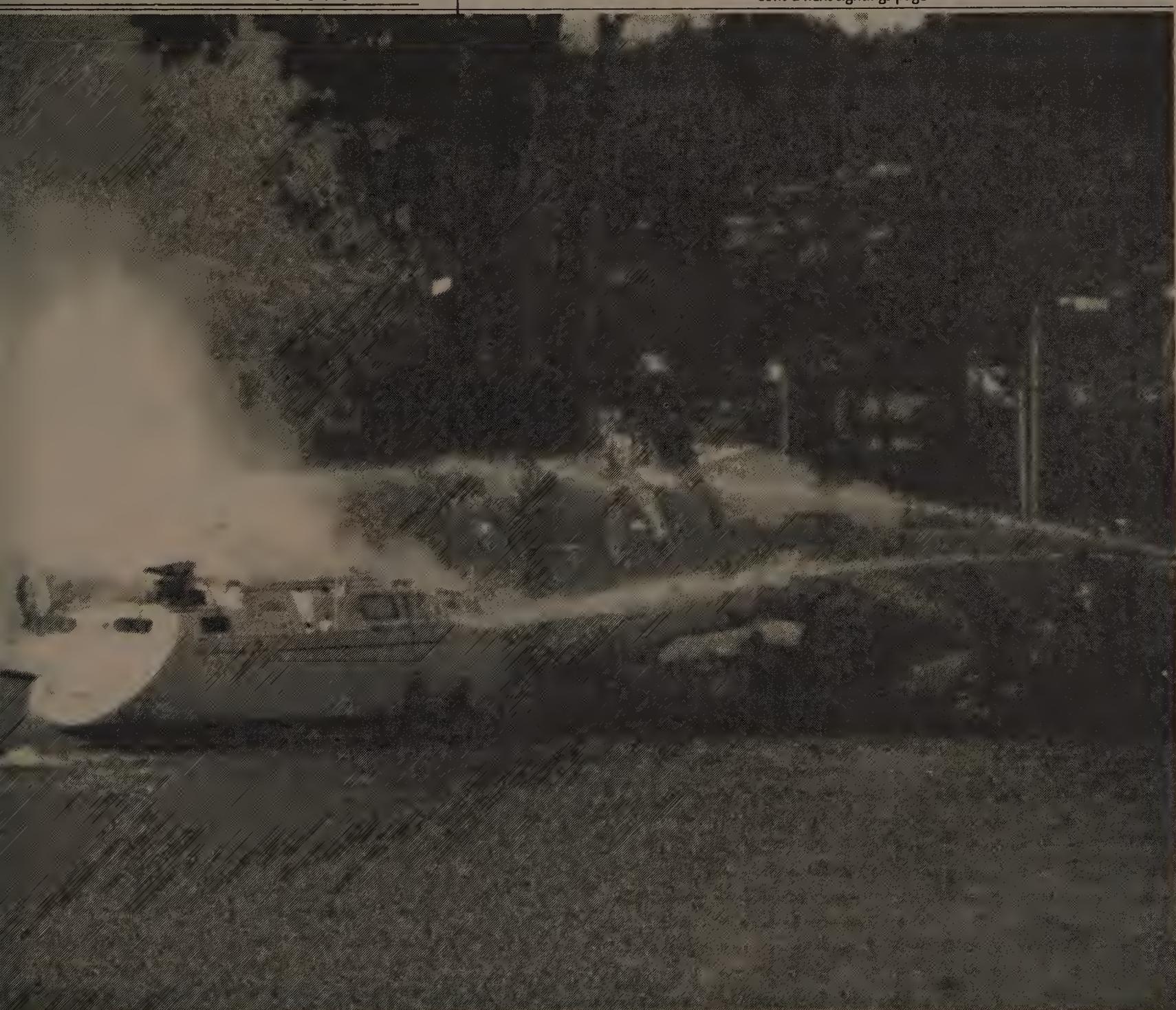
**adventures — cont'd**

To me, it was just another boat, but Vanessa was the girlfriend of Cornelius van Rietschoten and the boat was *Flyer*, the Frers 76 that had won the 1981-'82 Whitbread! When *Flyer* left, Jill was aboard.

Jill said goodbye to *Flyer* in Tahiti, continuing her uneven string of crewing positions — the beautiful Hans Christian run by two guys who wanted she and the other crew woman to "be friendlier"; the cruising parents who played her against the daughter who didn't want to be there anyway ("See how Jill helps with the dishes? Why can't you be more like that?"); and others.

The more experience she gained, though, the more the good boats started outnumbering the bad. In fact, her last few crewing positions have been ones many of us, like Graham, only dream about. One was living aboard and caretaking another Whitbread veteran, the 55-ft *Outward Bound*, for four months in New Zealand. That led to a position aboard *Castaway New Zealand*, the ex-NZ *Enterprise* that is racing the present Whitbread as the Italian entry *Gatorade*. She loved the adventure of campaigning that big Farr 80 on the Australian circuit, though admits she probably wouldn't do it again, at least not the same way.

cont'd next sightings page



SALLY ANDREW

# SIGHTINGS

## adventures — cont'd

### JILL'S TIPS FOR WOMEN CREW LISTEES\*

"Most women just don't know that crewing is there — that this great opportunity even exists," says Jill. "And even if they do, she continues, many dismiss the possibility of crewing because they don't have the experience."

Well, as you've just read, experience isn't everything. The fact is, the only three attributes absolutely essential to male or female crewpeople looking for a boat are honesty, a willingness to learn and an adventurous spirit. If there were a fourth, it would be an ability to judge boats and owners quickly and accurately. Unfortunately, the only way to gain that skill is empirically. We also realize that women Crew Listees have legitimate additional concerns beyond those of a carefree young guy. To help, Jill came up with 10 suggestions aimed at helping women who are interested in crewing. Many are also applicable to men. They are:

1. *Stick to your guns.* "When I first made the decision to quit the 'real world,' I lost friends over it. My family thought I was crazy. My boss actually raved at me not to go. He was convinced I was going to die. I sent him a postcard from Tahiti."
2. *Make out a form.* "It sounds corny, but to keep track of who is who, I wrote out all my questions and xeroxed a bunch of copies. Then when somebody called, I'd just pull out a fresh one and fill in the blanks. On each form, I'd also scribble a key phrase or perception. That way, if an owner called back, I'd know immediately who I was talking to."
3. *Put a phone number and/or P.O. Box in the Crew List, but never your home address.* "The first time, I listed my home address and kept getting weird letters from this one guy. They were from all over the country, and all ended with him signing things like 'Ted E. Bear' and saying he'd be 'Coming to see me soon.' He never showed up, but it made me nervous for months."
4. *Don't believe everything you hear.* "Everybody glorifies their boats. You can discount a good percentage off everything a guy tells you about his boat."
5. *Be wary of family situations.* "It's no fun being caught in the middle of an unhappy relationship."
6. *If possible, talk to someone who's crewed with your potential skipper before.*
7. *If you cook, you don't stand watch.* "Don't let anyone tell you otherwise. It took me months of doing both before I found this out. I was exhausted. When everybody else got off watch and went to sleep, I had to start cooking!"
8. *So what do you look like?* "When somebody asked that, I'd say 'average'. If he asked a second time, I'd say 'Why does it really matter?' I wouldn't say I had a lot of trouble with that sort of thing, though. Many of us would like to find someone special, fall in love and sail into the sunset. But I found that most guys who want a woman aboard just like the variety of not having a boat full of guys. The guys on the Crew List that checked 'Looks good in a bikini' ended up on the bottom of mine."
9. *Assessing an owner or skipper.* "It's great if you can go sailing several times with a potential skipper, but sometimes it's just not possible. In that case, you have to rely on meeting socially to find out what he's like. Generally speaking, try to choose someone with similar dreams and objectives; and don't discount experience in favor of comfort. Two other things to watch for are workaholics — they sometimes have trouble shifting gears — and a skipper's aptitude and tolerance for fixing things aboard. If he's the type that hires someone whenever anything goes wrong, forget it. There's no one to hire out in the middle of the ocean."
10. *No matter what happens, land on your feet.* "If one boat doesn't work out, be financially and psychologically ready to move. There will always be others. In that sense, people who crew have it good. They're a lot freer than boat owners."

\* Crew List forms for our next Racing/Cruising Crew List will appear in the January issue of Latitude 38.

"The sailing was fantastic. At first I was so intimidated by the boat, that I didn't want to steer. Once they got me on the wheel, though, I didn't want to get off! I'll never forget the thrill of driving that boat across the Tasman."

cont'd next sightings page

## charm

were forced to devise a system for collecting rainwater. In the end, each of the men lost about 25 pounds, but was none the worse for the wear.

The lessons of Rose Noelle are ones we've all heard before, but they bear repeating: Have a plan, keep your head, stay with the boat, don't give up hope. Conclusions to be drawn from the story are less distinct. Objectively speaking, the men would probably not have survived so long had the boat sunk, even with a liferaft. But

**Jill reviews a small sampling of responses to her crewing ad. The rest filled two notebooks.**



## — cont'd

the boat did float: One point for multihulls. Than again, a monohull would probably not have capsized in the first place. One for monohulls. But multihulls are great cruising boats — spacious, fast and stable. That's two "pros". Cruising monohulls can carry more, are seakindly and don't need near the room in a marina or anchorage — and who's in a hurry? Two points for monos. You get the picture.

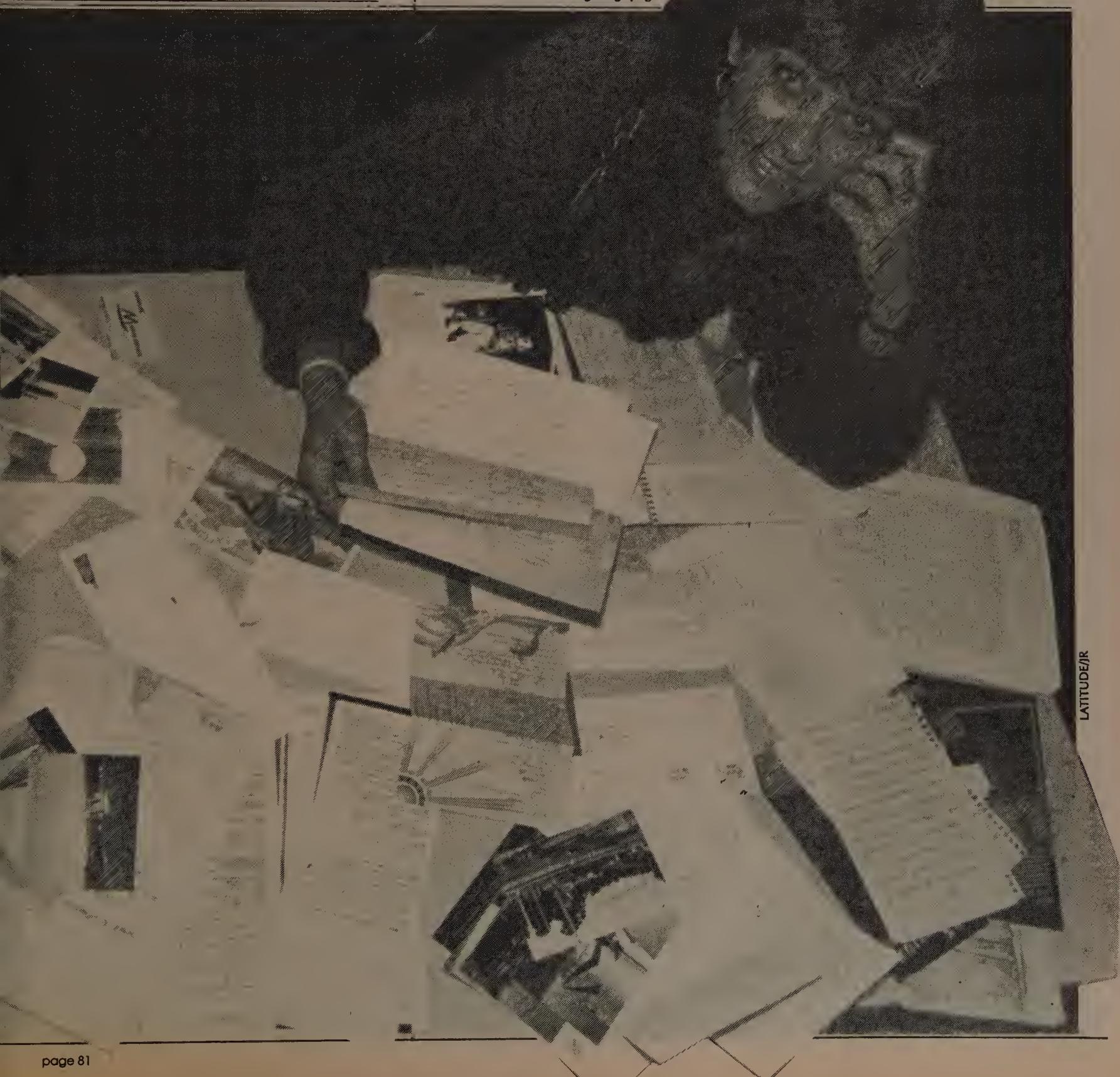
Whatever ya got, just sail it safe.

## adventures — cont'd

"The thing was, I started out as the skipper's girlfriend, but ended up as the cook. I'd never cooked for four people in my life, let alone 20 to 25," she says. "It was quite an education just trying to figure out quantities." The main problem, though, was that the tiny galley in the stripped-out racer was little more than an afterthought, and a poorly designed one at that. Her legs still bear scars from when the improperly secured two-burner would go flying when the boat hit a wave.

The other thing was all those guys. Sure, it was novel at first being the only female on board, but after awhile the

cont'd next sightings page



LATITUDE/JR

# SIGHTINGS

## adventures — cont'd

"manly attitudes" and constant ribbing got to be a bit much. "By the time we'd come in, I was dying to find another woman to talk to!" she laughs.

After a year in the South Pacific, Jill flew home to recharge her batteries and — what the heck — to run another listing, this time in our Spring '89 Cruising Crew List. That one brought in at least 75 more responses (in fact, they're still coming in), including a guy who was ready to go "as soon as my wife dies" (she had cancer), and another who didn't have a boat at all — he wanted Jill to go with him on a backpacking trip across the Canadian Rockies!

Jill's most recent jobs have been paying positions. The last one even included traveling expenses — she was flown to England to help deliver a new 57-footer back to Marina del Rey. At the completion of that trip, the woman who knew nothing about sailing or crewing three years ago has put some 23,000 miles behind her on various boats. Though she admits she still has a lot to learn about sailing, she allows that she's become a pretty fair hand

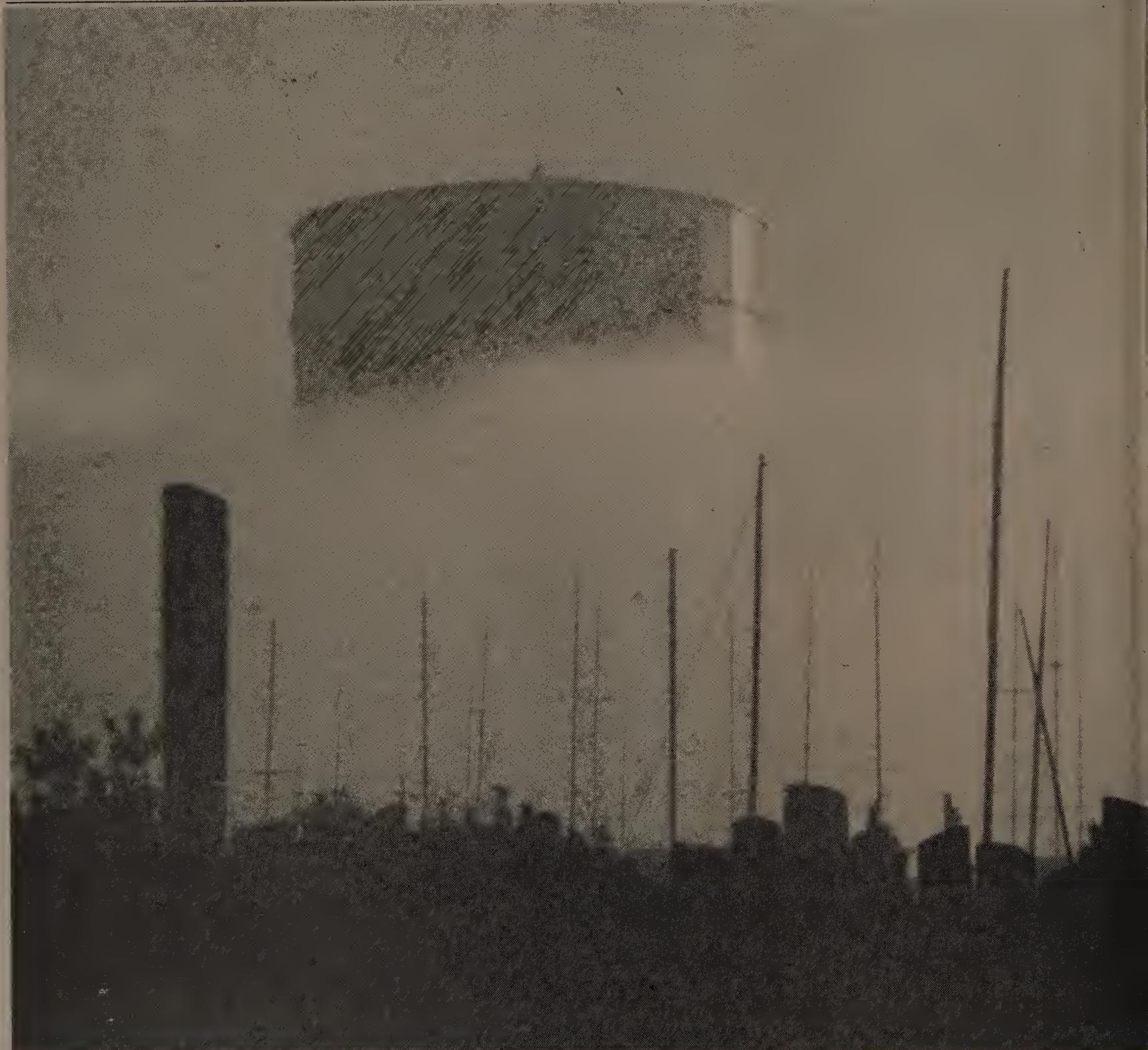
cont'd next sightings page

## they're

At 1406 on Monday, October 16, the French duo of Philippe Leautaud and Pascal Deschepper piloted Phillippe Monnet's Cape Horn challenger *Elle & Vire* under the Bridge and out into the Pacific. Their mission: to break the 32-day record passage of the clipper ship *Southern Cross* from here to Hong Kong. Exactly one spectator boat — the

## prayers

Back in the December 1988 *Latitude*, a fellow identified as B.B.B. Link wrote bemoaning how difficult life was for



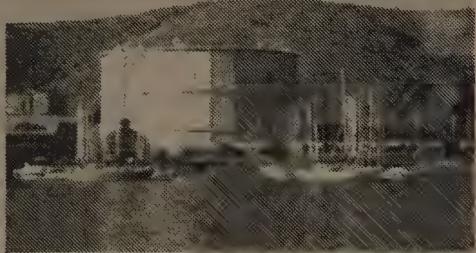
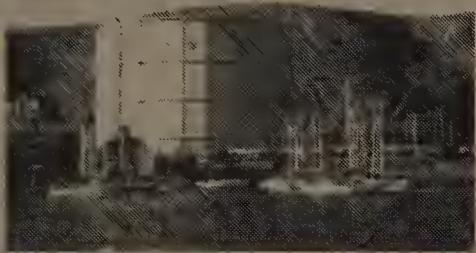
off

"official" starting boat provided by San Francisco YC — saw them out the Gate on what the pair hopes will be a 25-day voyage. Once in Hong Kong, Monnet will get back aboard the 60-foot Shuttleworth-designed trimaran and try to break the Hong Kong-London record sometime next spring.

## answered

weekend cruisers trying to keep their anchor chains — and decks — clean.

cont'd center of next sightings page



Above, going, going, gone. Spread, rising above it all.

RITA GARDNER INSETS: RITA GARDNER

## adventures — cont'd

underway — while retaining her femininity ashore. "I always bring along at least one nice outfit, and I've perfected the art of ironing with a 2-quart Revere-Ware pan," she says. Jill's made friends and contacts all over the world, and with several standing offers from former skippers, could easily leave tomorrow. But at the moment, she's back on dry land, working for Sausalito's Ocean Voyages, an international chartering outfit. She wants to make a little money, and see if she can somehow blend the life she's come to love with a part-time career. "You know, work for six months and go sailing for six months."

Talk about the stuff most of us only dream about.

## the sinking tower of richmond

It looks like Richmond-based sailors are finally going to have to learn how to navigate. Until now, when they wanted to head home, all they had to do was hand the tiller off even to the most bungling novice and tell him to head for the big blue tank. For 50 years, it was the most recognizable and easily spotted non-bridge landmark in the Bay.

Now the gentle giant of Brickyard Cove is gone, and will likely soon be forgotten — let's face it, we're hardly talking about the Colossus of Rhodes here. Still, we're a bit sad to see it go. Call us sentimental, but we figured it's worth at least a short retrospective.

We obviously aren't alone. While sifting through the photo archives for suitable pictures, a packet containing exactly that arrived. It was from Richmond sailor Rita Gardner. A few years ago, Rita was a sailmaker for the Brickyard-based DeWitt Sails (now Sobstad), and developed a certain affection for the imposing monolith just across the street. She eventually left sailmaking to pursue a career in photography, using the skill to develop something of a photo archive of her own on the big tank. While you appreciate a few of those, we'll leave you with a few facts to mark the end — not only of Richmond's big blue tank, but as you'll see, the end of an era.

\* Between 1901 and 1950, PG&E constructed dozens of natural gas storage tanks, or "holders", in Northern and Central California. The Pt. Richmond holder was the last of the breed in operation, storing its final fill in 1987.

\* The Pt. Richmond holder was assembled in 1949. It was 379 feet tall (30 stories). The top was attainable by either elevator or 525 stairs. It received its well-known graduated-blue paint job in 1981. The tank held 17 million cubic feet of gas, which supplied 25,000 area homes in times of high demand. Underground tanks and higher capacity underground lines made it obsolete. Dismantling began in July, the tank's 50th birthday.

\* Though many considered it an eyesore through the years, in its last days a half-hearted movement arose to save the tank. Some of the ideas were pretty far out, like turning it into a condo for artists and craftspeople. At one point, the city of Richmond asked a local artist to paint a mural of a huge ship on the tank to "camouflage it as a gigantic piece of waterfront art." That idea was abandoned when everybody realized how much paint it would take. (Like we said, it was half-hearted.)

\* The tank was dismantled from the bottom, which gave the illusion that it was sinking. Once a "slice" was removed, the whole thing was lowered on jacks and another section cut away. The last piece to be dismantled in late September was part of the top section marked with the graffiti, "tanks for the memories."

## few feet, big feat

Sir Edmund Hilary's spirit lives on in guys like Serge Teste. Between 1984 and 1987, he completed a record-setting circumnavigation "because it was there." The record-setting part is that he did it in a 12-ft boat, smallest vessel ever to accomplish the feat.

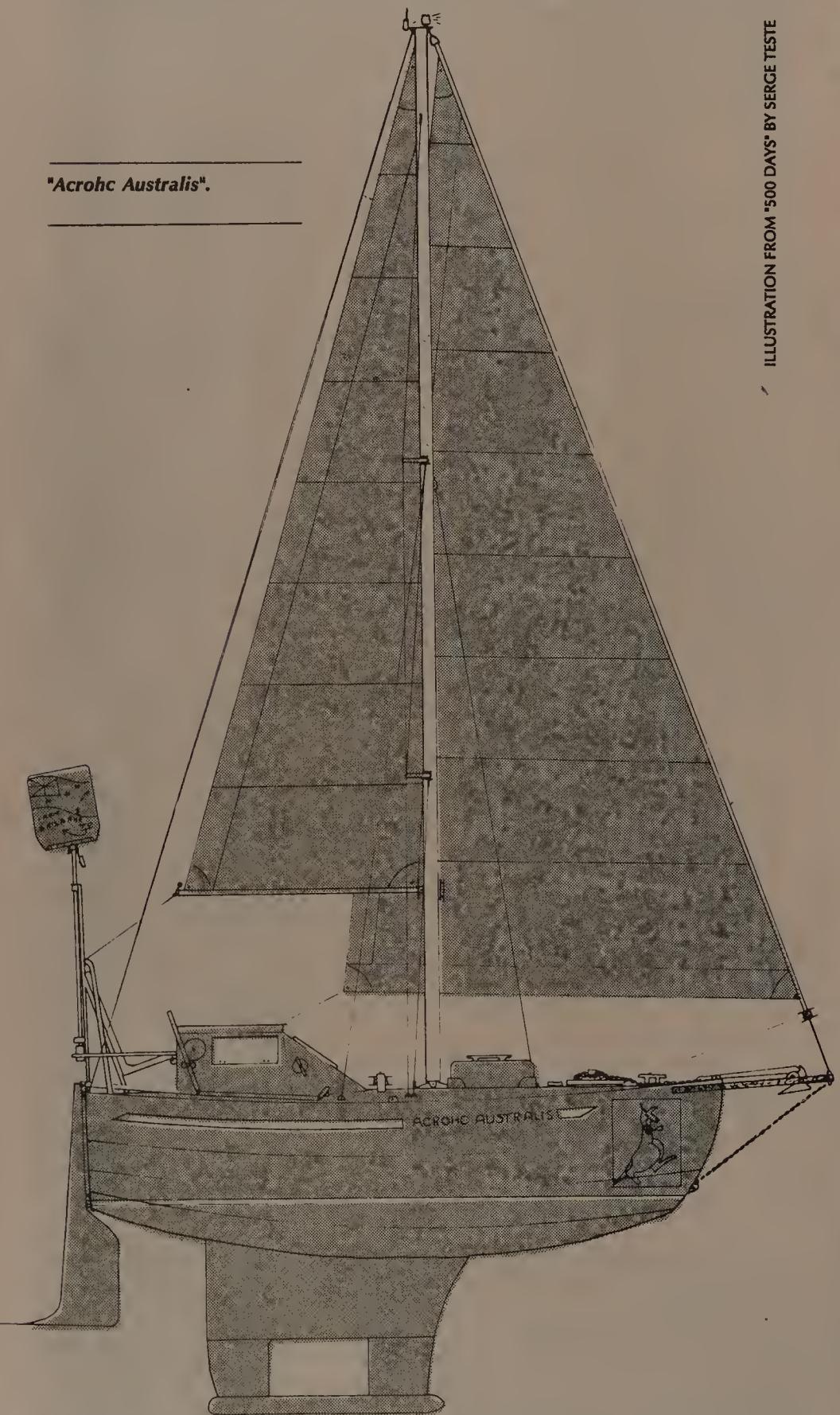
Serge sailed into the Bay Area on a friend's boat, a slightly roomier 50-footer, in early October. He's here on a part-pleasure, part-business trip. The pleasure part was that he's always wanted to visit the Bay Area (though he could have done without the authentic special effects of October 17, thanks anyway). As for business, he's hoping to get a publisher interested in *500 Days*, his so far self-published book about the voyage.

cont'd next sightings page

# SIGHTINGS

## feet, feat — cont'd

Tall, lean and with a shy sort of smile appearing often through his salt and pepper beard, Serge is one of the more interesting people we've met, starting with his accent. We've been around the block a time or two, but couldn't



begin to place the peculiar twists and curls on the ends of his otherwise fine English. Chuckling, he explained that was due to the fact that he was born of Italian parents and raised in France and later Brazil. For the last 20 years, he's  
cont'd next sightings page

ILLUSTRATION FROM '500 DAYS' BY SERGE TESTE

## prayers



The Chain Mate in action.

You know how it is: you raise the anchor and chain from the bottom of muddy San Francisco Bay and icky gook splatters all over your deck. And your shoes and pants. The only solution is to wash

## a dedicated

Ground was broken for the expansion and rehabilitation of Oyster Point Marina in September of 1978. One month ago, that multi-phase project saw its official completion. The Marina was dedicated by State Senator Quentin Kopp and a cadre of many of the same city and county officials who broke the

## — cont'd

down the entire deck and change your clothes. After anchoring for lunch somewhere else, you've got to raise the muddy anchor and chain again, meaning you've also got to swab the decks once again. It's a drag.

Sailors cruising tropical waters often have it worse. Upon finding a special spot, they might leave the hook in one place for two or three weeks. In the tropics that's plenty of time for a host of little creatures to set up housekeeping on the rode. You raise the chain and anchor, and not only do you have a mess on deck, but you also have about a million squirming critters — who will stink to high heaven when they die in a matter of hours — tumbling into the dark recesses of your chain locker. That's a drag to the second power.

It took long enough, but finally someone, namely Doug Duane of Corte Madera, invented a solution. The ex-Kiwi, who can be seen sailing the Bay almost every weekend aboard the 48-ft cutter *Hinano* he built behind his Marin home, came up with something he calls Chain-Mate.

Like most good products, Chain Mate is brutally simple. It consists of an extendable boat hook, at the end of which three bristle brushes have been mounted in a circle on a PVC pipe (see illustration). All there is to keeping your raising chain clean is to pop the three brushes over the rope or chain and anchor shank, and just scrub away. It's so easy to do that even publishers of sailing magazines can do it.

Duane brags that Chain Mate is compact, stowable and even floats. That's nice, but what really counts is whether or not it works. It does. If you don't do a lot of anchoring, you don't need one of these things, but if you do, it's the perfect product — or Christmas gift.

Unsuccessful at selling the concept to a larger marine company, Duane has gone ahead and built 99 of them himself. He sells them for \$49.95. If you're interested, call him at (415) 927-1534.

## effort

original ground 11 years ago.

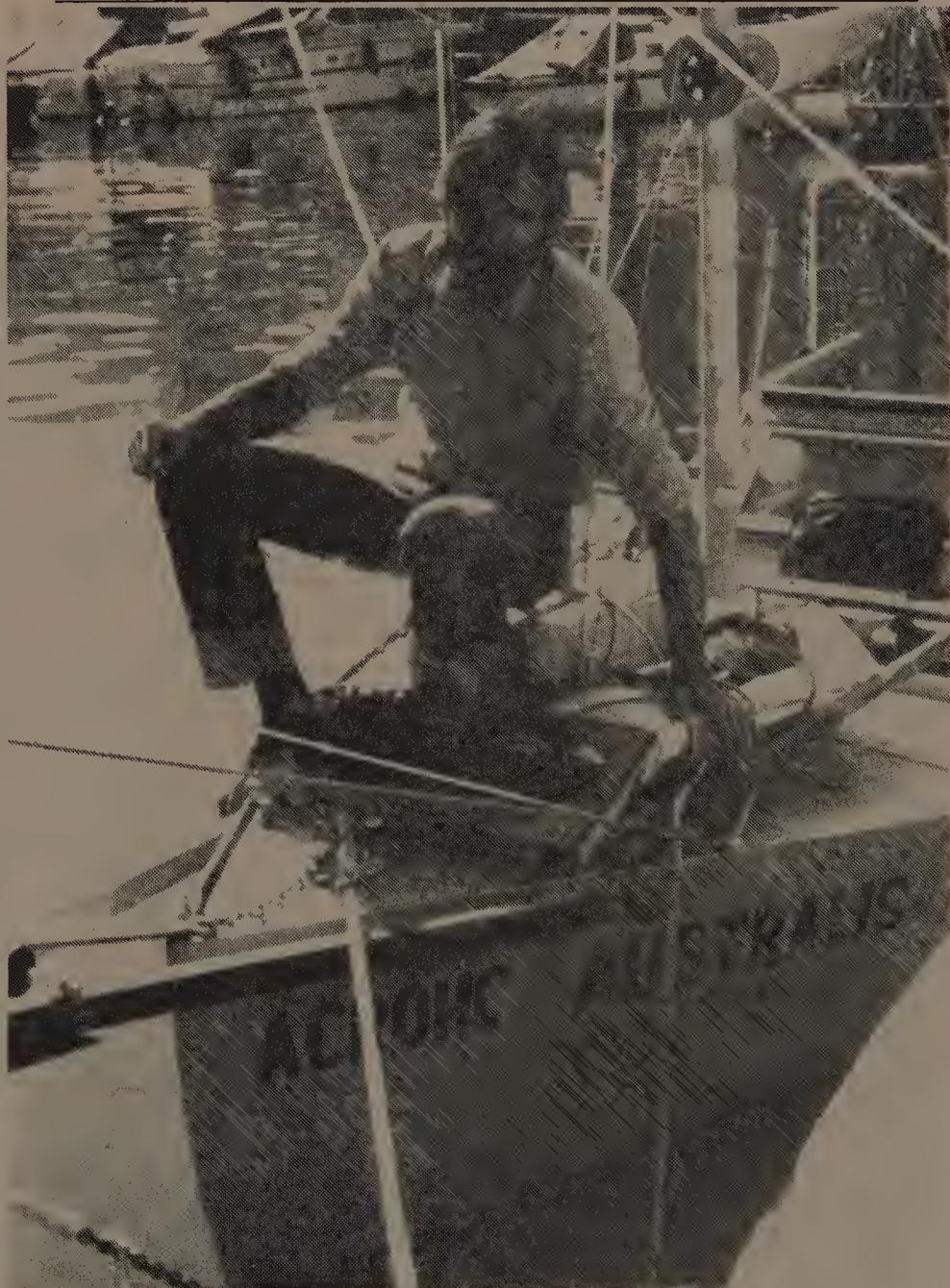
Interestingly, the project is only a year younger than *Latitude 38*. Our first issue came out in late 1977. So through the years we've gotten to watch the transformation of Oyster Point from a rustic, out-of-the-way

cont'd center of next sightings page

## feet, feat — cont'd

lived in Australia.

He was working as a boatbuilder in Brisbane when he decided to go for the dream he'd had of circumnavigating. The diminutive size of the little yacht that was to take him on that trip was as much a function of budget as design. And speaking of the design, it was his own, and he never even drew it out on paper. "Every detail and each line was clearly drawn in my mind," he says. "I just shaped and welded until I felt it was right."



Serge Teste aboard "Acrohc" in South Africa.

COURTESY SERGE TESTE

The resulting aluminum multi-chine mini-yacht ended up 11' 10" long (total length 13' 8" with bowsprit and outboard motor), with a beam and draft of just under 5 feet and a maximum displacement of 1,760 pounds — about what your average Toyota weighs. Construction featured six watertight bulkheads, a homebuilt steering vane and an odd, "ventilated" keel strut and winged bulb — both intended to minimize lateral resistance and thus heeling. With inside steering and sail controls, Serge could secure himself inside during inclement weather. *Acrohc Australis* (Italian for "Australian thing") was launched on June 9, 1984. Two days later, Serge departed on his round the world voyage.

Though an experienced sailor — he'd owned a 25-ft sloop for 10 years prior — sailing *Acrohc* with no instruments beyond a VHF and RDF (he later got a

cont'd next sightings page

# SIGHTINGS

## feet, feat — cont'd

SatNav) was to prove instructive, to say the least. He decided to leave without fanfare of press, in case the plans fell through. It was probably a good choice: in the first three days, he ran the little boat aground five times.

Serge gunkholed northern Australia during the initial part of the voyage, tweaking the rig and the design of his little boat (he started without a bowsprit) until he was satisfied with its performance. No slug, Acrohc averaged around 3 1/2 knots in the right conditions, and once made 120 miles in 24 hours. We obviously don't have the room here to properly chronicle the whole trip, but here are a few quotes to give you the flavor of it.

\* Once in the river (on the way into Noosa, Australia), I missed the channel and again ran aground. It was still light, so to salvage some pride I threw out a fishing line so it would appear to the crews of nearby fishing boats that I was out for a spot of fishing.

\* There was a dull WHOOMP and the full bottle exploded in my hands, throwing flaming alcohol all over the cabin and me.... As I flew out of the cabin to jump in the water, I heard, rather than felt, the crackle of my beard on fire.... Even as I dived overboard I was turning in the water to surface and grab onto the side of the deck so that I could climb back on. As I got back on board, I saw flames pouring from the hatchway. I didn't think twice about trying to save my boat and dived through the hatchway to grab the extinguisher....

\* I discovered that one of the nice things about having such a small boat was that, being about the same size, I could often tie up to the dock with the dinghies. The other yachts had to tie on to a mooring and pay a fee.

\* The entire boat was welded together, each locker partition reinforcing the hull and acting as ribs. People were often surprised to hear that Acrohc had no liferaft, but I was and still am confident that with such a boat a liferaft was useless (... yes, I know the Titanic was also unsinkable).

\* (On the approach to Cape Town) the wind had reached 70 knots and was still increasing. It was my fourth night with almost no sleep. I was trying to hold position off the entrance to Table Bay, but because of the spray I couldn't even see the shoreline. At 4 in the morning, we hit the beach with a loud crash. The waves pushed Acrohc higher, but the tide was on its way down and we were soon out of their reach. I didn't even bother going outside. I just closed the hatch, pushed a cushion under my head and went to sleep!

\* The fish was so strong that Acrohc leaned over a fair bit while the shock rubber got thinner and thinner. I soon realized that something had to give and I didn't think it was going to be the fish. Suddenly, he stopped playing around and just took off, breaking the rubber.

I had bean soup for dinner that night.

\* On Aitutaki Island (in the Cooks), I met Father George, the resident Catholic priest. He talked a lot about the 9-ft yacht Winds Will, which held the record for the smallest boat to have crossed the Atlantic. Her American skipper, Bill Dunlop, had been attempting to set a record for the Pacific as well, but after he left Aitutaki (two years earlier than my visit), he was never seen again.

Acrohc Australis now resides in the Brisbane museum. Since that voyage, Serge and a brother embarked upon another adventure, this one more reminiscent of Thor Heyerdahl than Sir Edmund. They planned to sail a proa of ancient design from the Phillipines to Los Angeles to prove the Southeast Asians could have done it 2,000 years ago. Unfortunately, a storm ended that experiment by sinking the half-completed boat on its way to the Phillipines from Leyte.

Serge is not one to give up, though. No matter how adverse the weather became during Acrohc Australis' trip, he never once called for help and he never turned back. We don't doubt that one day he'll appear, tall and tan, steering some ancient looking proa in between the tankers and tupperware of San Pedro. In the long run, he hopes to one day build an 80-footer (also self-designed) and have a go at Dodge Morgan's singlehanded circumnavigation record of 150 days.

Until then, Serge is back in the slow lane, smelling the flowers and enjoying the cruising life. He plans to be in the Bay Area until late November, and is willing to give slide presentations of his circumnavigation to interested parties.

cont'd next sightings page

## dedicated

nook to a large, first-class marina, complete with boat ramp, dry storage, fuel dock, sandy beach, fishing pier — there's even a pristine small park for those lunches ashore. It's still a bit off the beaten track (at least to those of us spoiled by our proximity to the main Bay), but that's the way most berthers there prefer it, which is fine with us.

Other boat-related facets of the expansion/rehab include the addition of an 1,800-ft breakwater, extensive dredging, rehabilitation of 278 existing slips and the addition of 300 new ones. The new Oyster Point Bar and Grill (in the Village) is going strong and the full-service Summit Marine



## — cont'd

boatyard is due to open its doors at the end of November. Perhaps newest of all, though, will be the serene silence. We're so used to associating roaring tractors with Oyster Point, it will seem odd without them around. Oh, the price of progress.

To really appreciate all that's been done, why not make Oyster Point a fall or winter weekend destination? Guest slips are only 30 cents per foot per night, and the Oyster Point Yacht Club (in its spiffy new clubhouse) honors reciprocal privileges from other clubs. Permanent berthing runs from \$4.25 to \$5.40 a foot. For more information, call 952-0808.

## feet, feat — cont'd

He also has a limited supply of *500 Days aboard* (\$10 each) for anyone that's interested. He can be reached by calling the yacht *Nanou* at 362-6192.

## for the record

Think you might be interested someday in trying for a transoceanic sailing record? According to D.H. Clark's analysis of Acrohc's circumnavigation for *The Guinness Book of World Records*, lots of people are. Seems like ever since old Josh Slocum made the bellweather singlehanded round-the-world voyage between 1895 and 1898, people have been keen on topping it in one way or another. So many, in fact, that Clark, *Guinness'* nautical consultant, has broken them down into five groups, ranging from Tiny Size (Under 13' 1.5") to Giant Size (over 80 feet). He has this to say to say about the former category.

cont'd next sightings page



# SIGHTINGS

## record — cont'd

"The derivation of T.I.N.Y. — 'This Is Not Yachting' — was an attempt on my part at cynical humour, because quite frankly I was not too keen on encouraging the sport to this dangerous extreme. It made no difference. When there was a possibility of breaking a record in the Blue Water Game (BWG), and lack of funds prevents the use of a larger vessel, then even a tiny size begins to seem attractive. And so, I'm afraid this class is now very competitive."

Prior to Teste's record, the smallest boat successfully singlehanded around the world was American Webb Chiles' 18' 9" *Chidiock Tichborne*, an open (no cabin) gunter yawl. Of Bill Dunlop, the American skipper mentioned by Teste, and featured several times in *Latitude 38*, Clark notes:

"He had already crossed the Atlantic and most of the Pacific without any difficulties, and departed from the Cook Islands for Brisbane. His last message, in a margarine container washed ashore on a Queensland beach, indicated he was marooned on an island without food; it was dated October 16, 1984. Nothing has been heard of him since. However, if, as seems likely, he was shipwrecked on a Great Barrier Reef atoll, then *Winds Will* had already crossed the Pacific and is the smallest to do so. It is possible that the 'smallest' record may yet be proved."

## a letter from the commandant

A decade ago the United States Coast Guard had a golden image. As perceived by the average sailors, the Coast Guard's mission was to risk their lives attempting to save the lives of mariners. Then came the boom in drug smuggling and the Federal government's directive that the Coast Guard devote huge amounts of its time and resources to drug interdiction. That change in priorities has resulted in innocent recreational boaters being stopped — sometimes as the most inopportune times and places — and occasionally treated with utmost disrespect. Lamentably, the Coast Guard's reputation has taken a drubbing. Naturally, the brass doesn't like it.

There's only two solutions to the Coast Guard's current image problem. One is for them to stop boarding recreational boats for drug checks, something the Treasury Department is not going to let them do. The other solution is to make sure that such boardings are done in as professional and courteous manner as possible. The following dispatch from Coast Guard Commandant P.A. Yost was sent to all Coast Guard personnel last month. We suggest you make a copy of it and carry it on your boat in the event you are boarded and treated improperly. The bolding of paragraph #4 was done by *Latitude* editors.

### SUBJECT: Boarding Procedures on Recreational Vessels.

1. Almost 200 years have passed since Secretary of Treasury Alexander Hamilton admonished our first officers to conduct our maritime law enforcement activities in a manner which acknowledges that we are serving generally law abiding citizens of a free society. Any other treatment invites justified criticism. The same caution holds true today.

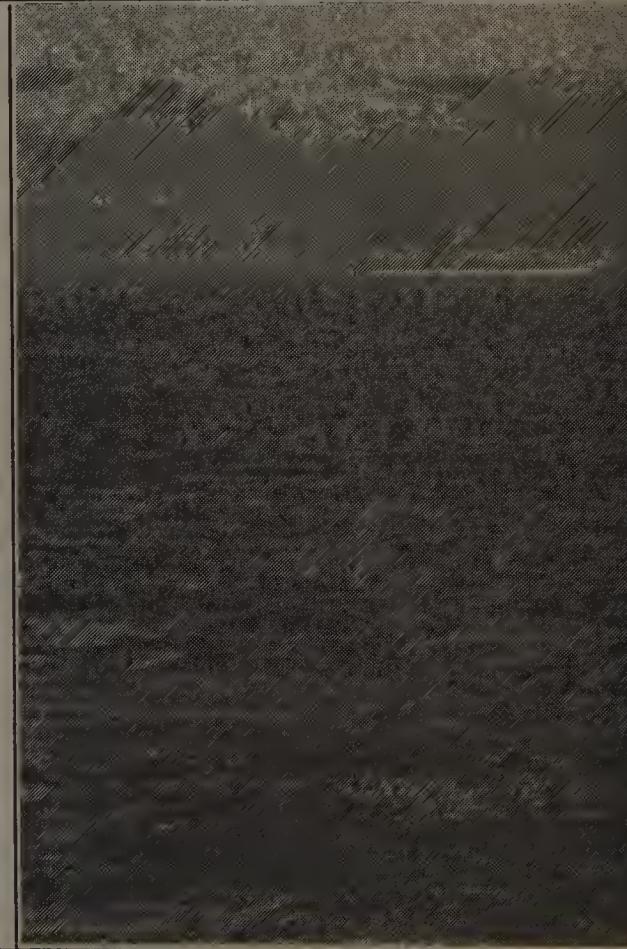
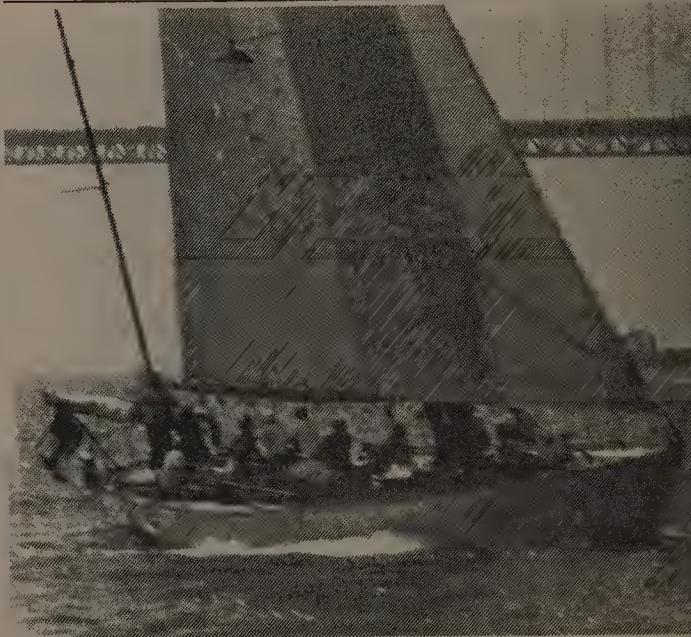
2. Many recreational boaters remember when the Coast Guard boarded vessels primarily to conduct safety inspections. Today, we must constantly be on the alert to detect drug traffickers and users. I am concerned that on occasion our pursuit of this vital mission has resulted in complaints by innocent boaters that we were discourteous or unprofessional. We cannot let our desire to detect drugs compromise the fairness and respect which every citizen has a right to expect.

3. Our authority to board vessels, make inquiries and determine compliance with all U.S. laws is particularly broad. During the past two decades, we have conducted an extensive boarding campaign to meet mission goals in many program areas. Generally, we have executed our duties in such a way as to earn the public's approval. Occasionally however, our performance under such broad authority warrants review. Any well managed organization should periodically review its procedures in order to seek improvement, and I have ordered such a review of our boarding procedures. As a result you may see some changes promulgated in the near future as we strive to provide the best possible service to the public.

## lookin'

Over the last decade we've watched — or at least seen — tens of thousands of boats sailing. It would be natural, we suppose, to start suffering from visual burnout of sailboats. But the fact is we still get a big charge from seeing a handsome boat being well sailed — such as the Bristol Channel cutter in the accompanying photograph.

October 7 had been one of those wonderfully atypical days on the Bay. Not only was the afternoon breeze blowing out



**great**

the Gate, allowing Santana (see inset) to beat into the Bay, but the wind blew warm enough to tempt a Baptist to nudism. It was so toasty that two young men aboard the steel ketch *Helene* dove overboard out near Point Bonita.

As we approached the Sausalito waterfront, we spotted the elegant-looking Bristol Channel Cutter, her teak rub rails contrasting nicely with her light colored hull, rippling along in the flat water. Her

cont'd center of next sightings page

**letter — cont'd**

*4. In the meantime, I want each of you to ensure that boardings are conducted with the utmost courtesy and professionalism. Boarding teams must demonstrate a genuine concern for the safety and well-being of all those on board as well as for their privacy and possessions. Regardless of the inevitable inconveniences, each boarding should leave the master and others on board with an increased respect for the United States Coast Guard and the sincerity of our efforts. We must always remember that even a single instance of improper treatment of any person in the course of duty is unacceptable.*

*5. I know your job isn't easy. You are constantly asked to perform flawlessly in a variety of mission areas, and you always come through for the*

cont'd next sightings page



LATITUDE/RICHARD INSET: LATITUDE/RICHARD

# SIGHTINGS

## letter — cont'd

American people with flying colors. I am confident you will continue to do so.

Admiral P.A. Yost, Commandant

We think Yost is sincere in his efforts, and suggest that anyone being boarded give the Coasties the opportunity to conduct their searches in the manner Yost has ordered. If they do not, we recommend you write Yost — without getting hysterical and denouncing all authority as Nazis.

If anyone is interested, we at Latitude are 100% against the smuggling of

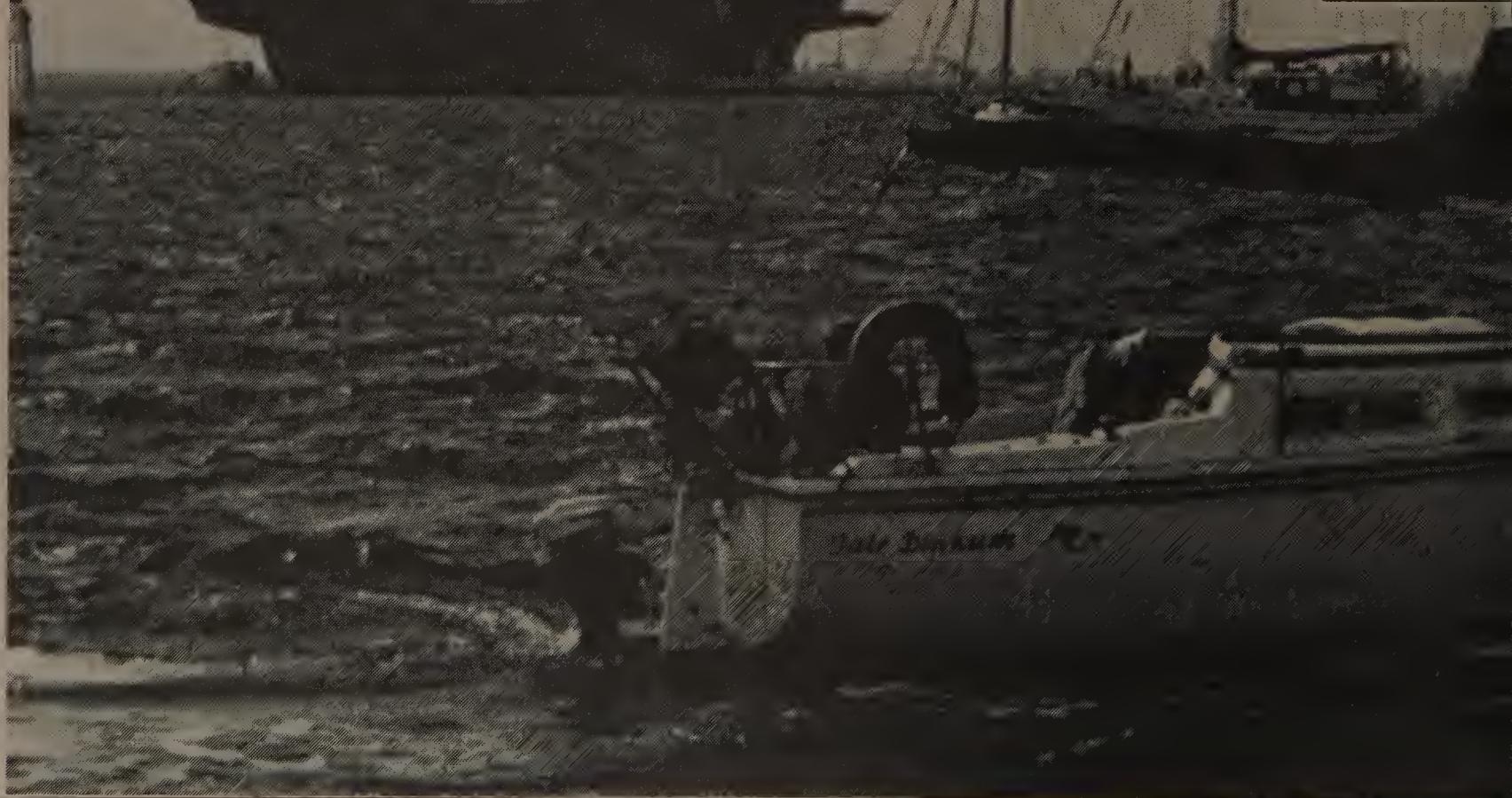
cont'd next sightings page

great

tan-bark yankee, staysail and main were all well-cut and smartly trimmed. Best of all, it looked to be a real joint effort on the part of the couple onboard. Instead of he driving and she making sandwiches, the lady of the boat was at the helm and steering high, fast and true. The man of the boat was perched aft on the boomkin hanging on to the backstay, appearing to be



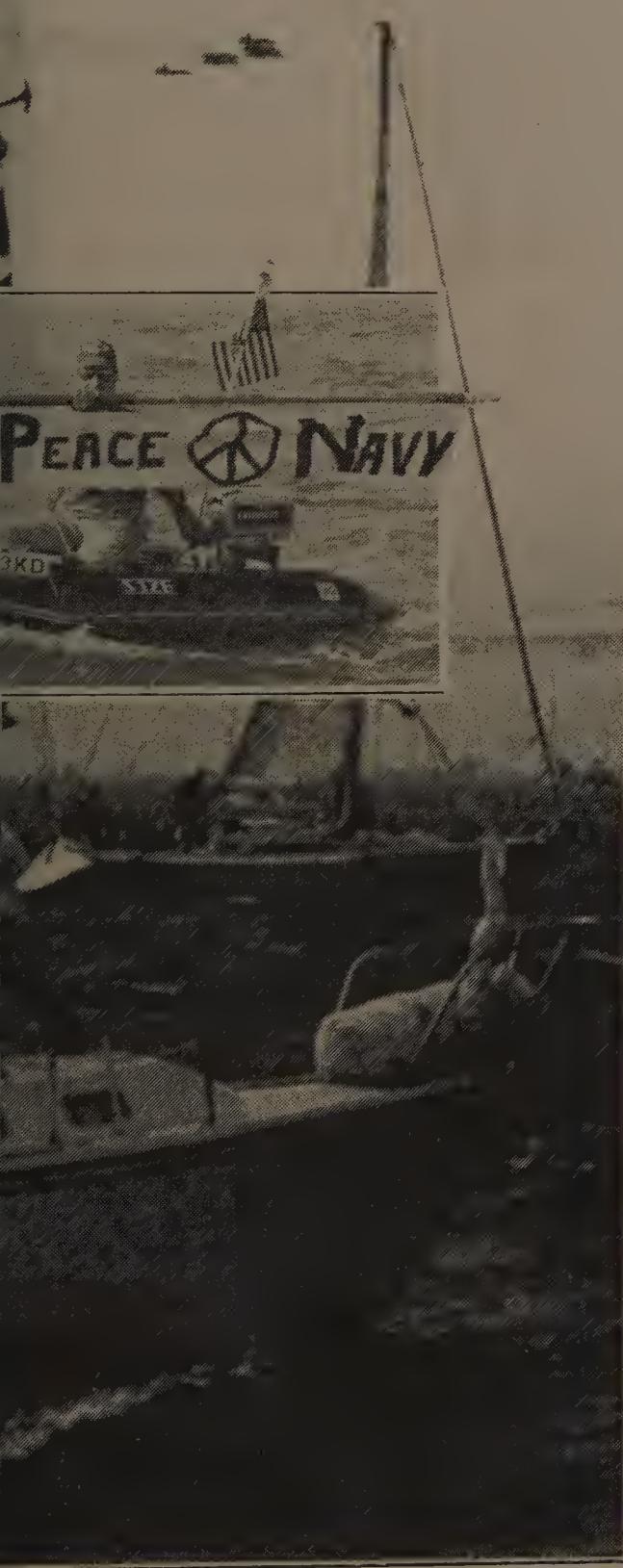
Three faces of October's fleet week: Spread, watching the Blue Angels; above, the Peace Navy flotilla stages their anti-nuke protest; inset, registering an anti-Peace Navy protest.



— cont'd

satisfied with all he surveyed.

The truth of the matter is that our personal tastes run more toward long, lean boats and white sails, but damn you folks on the Bristol Channel Cutter looked good! About as good as any of the tens of thousands of boats we've seen. So thanks for making our day.



LATITUDE/ROB INSETS: LATITUDE/JOHN ARNDT

## letter — cont'd

drugs into the United States. If you want to smoke pot, we figure that's your business — as long as you smoke domestic weed that doesn't contribute to the further imbalance of trade or jeopardize the safety of innocent folks out cruising.

## benchmark book

"The finest, most authoritative and complete guide to ocean voyaging," is what Jack Somer, Senior Editor of *Yachting* calls *Offshore Cruising Encyclopedia*, a 832-page book recently published by Steve and Linda Dashew. We were going to write our own blurb, but we think Somer hit it right on the nose.

This book is definitive: there are over 900 genuinely interesting topics from Break In Crew to Race-Boat Conversion. Who are the Dashews to talk? Well, they sailed 175,000 ocean miles, much of it with two small daughters, have owned two boatyards and 12 boats. Steve has the engineering and technical background to explain things in a clear and precise way that we've rarely seen before. It's easily the most informative sailing book we've ever read. Honest.

The *Offshore Cruising Encyclopedia* isn't dry or boring because the Dashews know how to 'talk story' when the time comes. And, they have a wealth of first hand experiences from which to draw upon. Despite being objective like encyclopedias are supposed to be, the Dashews also inject their own point of view which makes it all the more interesting. The book has a nice tone, too, because the Dashews obviously aren't embarrassed to recount the blunders they've made. Working with just a unweildy, unbound 830-page manuscript, we've been so entertained that we've been paging through it every night in our bunk.

The unusual thing about the book is that, as they say on television, "Not available in stores!" The Dashews have decided to market their book by themselves. Thus you can buy it from the two page ad you see in this issue of *Latitude*, but you can't — for the time being at least — find it in any bookstore.

The book retails for \$79.50, but there's now a special introductory offer of \$64.50, shipping and handling included. Yes, that's a few bucks, but in our opinion it's well worth it. Yeah, they've taken out a double truck magazine in this issue to advertise, but we really believe it. They do, too, as they're offering a 30-day money back guarantee.

Looking for the perfect Christmas gift for that person planning to or even thinking about cruising? In our opinion, this is about as close to the bulls-eye as you can get. We wish we had written it.

## short sightings

**SACRAMENTO** — "California has got to start ocean planning. Until we know what we've got, where we've got it, who uses it and when, we cannot start to discuss the responsible management of the ocean." So said Assemblyman Sam Farr of Carmel, whose bill to develop a comprehensive plan to manage the coast of California to 200 miles out was signed into law last month by Gov George Deukmejian. Right now there are 21 state agencies with their fingers in the coastal pie, as well as scores of other federal and local agencies. Since each agency has its own agenda and budget it hopes to swell, current ocean resources management is about as expensive and ineffective as it can get.

**MID-PACIFIC** — A Soviet sailor whose boat was dismasted more than two months ago finally made it back to civilization in late October. Konstantin Rybinster told rescuers aboard the Oakland-based container ship *President Roosevelt* that he had been adrift for 67 days in his little 20-footer. He'd left Vladivostok on June 2 and lost his mast August 14. He was dropped off in Guam, where he told State Department officials he'd like to return to the Soviet Union.

# THE WAKE

The other editor here cupped his hand over the receiver and said, "I'm talking to this guy in Redwood City and he says they're having an earth... rumblerumble... "Hey! Yeah! We feel it, too!"...rumbleRUMBLE RUMBLERUMBLERUMBLE... "Uh, I think we're going to leave the building now... creakrumble... I'll call you back." SLAM. And we beat feet outside.

That's how it was here. We stood in the street and laughed about it afterwards. Then we turned the radio on and didn't laugh anymore.

October 17, 1989, 5:04 p.m. That's when the Loma Prieta earthquake, the one they're calling "the little big one", hit. At last report as we go to press, it was officially a 7.1 on the Richter scale at the epicenter, which was located near Hollister.

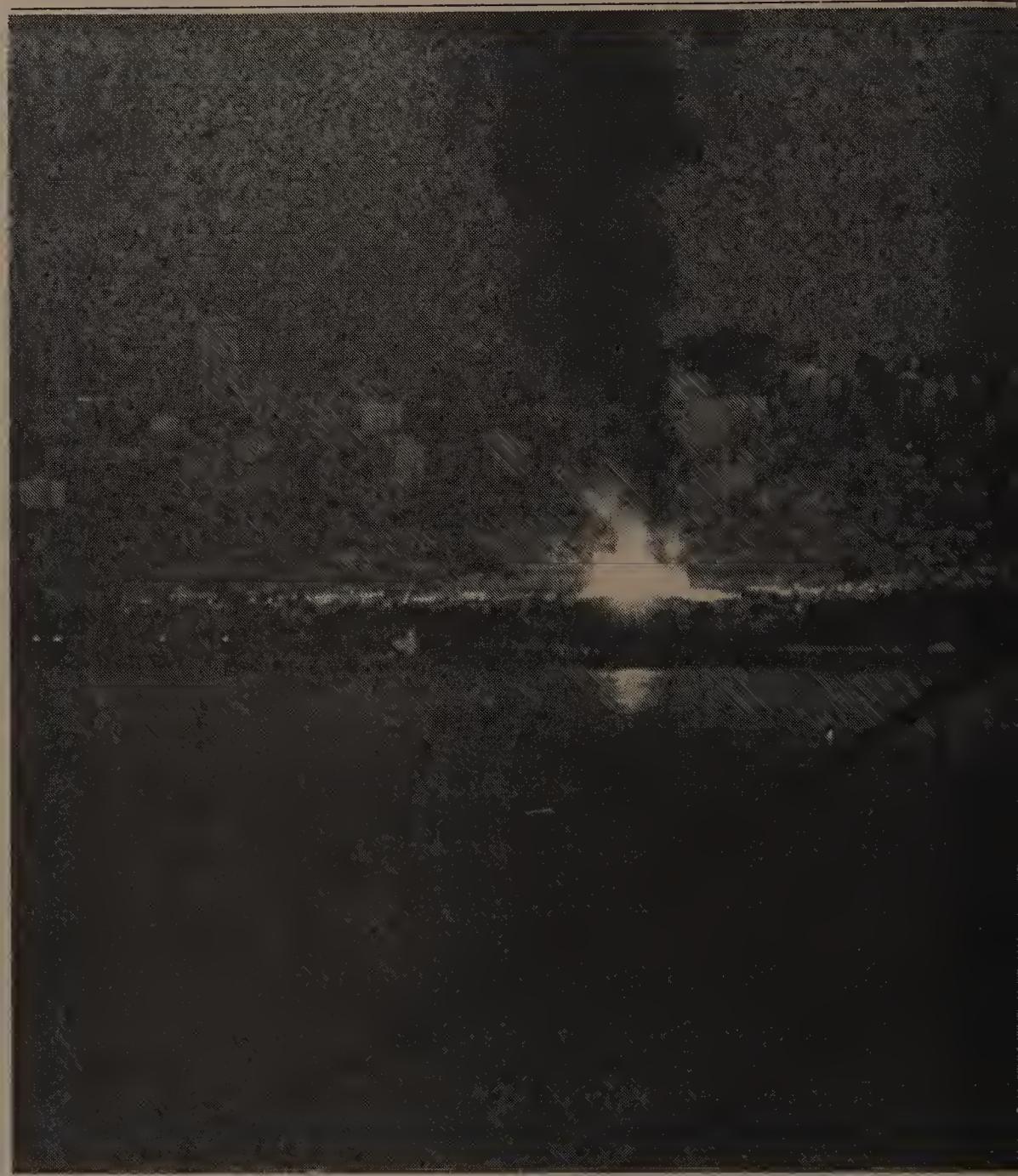
Seismologically speaking, the little big one would barely come to the knees of the great one, the estimated 8.3 steamroller that flattened San Francisco in April, 1906. Still, the recent quake was strong enough to be the costliest natural disaster in U.S. history — and strong enough to wreak destruction on Northern California the likes of which most of us have never seen.

As disasters tend to do, it brought out mostly the best in people. At least for a few, brief moments, petty politics and class lines were forgotten. In situations that demanded it, human beings helped save the lives of other human beings. We were sorry for the victims, yet somehow happy for mankind.

And then the excellent coverage of the early hours and days deteriorated into the usual national media circus. Aftershocks from the quake measured up to 5 on the Richter. Media coverage registered 11.

The thing of it is, if the Madison Avenue types can't tell when enough is enough already, then how can we? How could we here at *Latitude* rationalize an article about how the earthquake affected the relatively undamaged sailing community against the death and destruction wrought in those all-powerful 15 or 20 seconds? And besides, what's an article about an earthquake doing in a sailing magazine, anyway?

In the end, we decided such an article had to be written, or at least attempted — even if, by the time it's on the street, you may be so burned out on both the earthquake and the circus that you want to scream. The capacity of people to forget what matters and remember what doesn't is staggering, and anything we can do to reverse the trend is worthwhile. Whether the earthquake and its aftermath left you better or worse, scared or unfazed, sorrowful or joyous, the little big one is one we should never forget.



Bright light, big City — the Marina fire as seen from the Marin Headlands at dusk.

The best news is that, as far as we could find out, the only person in the immediate marine community to lose his life was a Coast Guardsman killed in the 880 collapse. Further good news was that damage to boats was next to none.

As for the marinas, that's another story. The following status reports were compiled in the week following the quake, and were accurate as of October 25. However, information on power and water restoration was changing about hourly, so if you need to know, contact the appropriate offices yourself by phone.

If a marina is not listed here, chances are that it suffered no significant damage and

is operating "business as usual."

## MAJOR DAMAGE

**San Francisco Marina** — Though the epicenter was 100 miles to the south, San Francisco was the center of attention immediately following the quake. Due to being built on landfill, the Marina District suffered amplified shaking and the astounding damage that was so well documented on television.

There were lots of heroes in the Marina District that night and they all deserve accolades. However, one of the most crucial

# OF THE QUAKE

the fire engines. It was salt water that finally quelled the big Marina fire.

As far as the marina itself, "The boats were bouncing around like popcorn in a hot pan," says Davis. Though no boats or docks sustained any visible damage, the parking areas and retaining wall cracked, buckled — and stayed that way, severing power, water and gas mains. The St. Francis YC suffered major structural damage. It's uncertain, at this writing, when it will reopen.

As we found in several other marinas in the area, many boaters displaced from their homes have temporarily moved aboard boats.

At this writing, the Marina still has no water and only partial electricity. Nevertheless, the Harbormaster, Golden Gate YC and all facilities in Gas House Cove including the fuel dock are in full operation.

**Santa Cruz** — As you might expect, Santa Cruz Harbor sustained the most damage of any Marina we contacted. Again, thankfully, there were no fatalities at the marina, no damage to boats and only minor damage to buildings — accompanied by the emptying of all shelves and cupboards.

The biggest damage to the marina occurred in the north harbor, where the parking lot buckled and sank about 18 inches. This made the bottom shift, moving the base of all the pilings 6 to 8 inches south of center. That, combined with the shaking, started twisting piling collars (the things that attach the pilings to the docks) right and left.

"We counted 34 piling attachments snapped off," says Harbormaster Steve Scheilblauer, "including all but one holding the whole fuel dock." The docks are normally held in place with anywhere from 20 to 50 pilings. The torquing action also made some of the docks bind on the now-tilted pilings, which meant going around for the first few tidal cycles and banging some docks free so they wouldn't sink.

Soon after the quake, "the harbor was inundated with boaters," says Steve. In one night, the normal number of liveaboards doubled from 100 to at least 200, "and a few more arrive every day," he says. It's hardly surprising: at last estimate, as many as 7,000 people in Santa Cruz may have lost homes.

Steve and his crew have been working hard to bring the North harbor back up to speed. (South Harbor is fully operational. At this writing, three of the eight restroom/shower facilities were fully operable, with a couple more expected soon. With other damage taking priority, it's anybody's guess when the parking lots - 80 percent destroyed - will be repaired.

Bill Lee's shop shook its foundations a bit, but no harm came to it or the Santa

Cruz 70 hull currently in the mold. Their gas was shut off for a while, but at this writing they are fully operational.

**South Beach Harbor** — "It looked like a big gust of wind and a big rip tide occurring at the same time," says Peter Moorehead. "The pilings here are sunk 30 to 40 feet into bedrock, so it was an amazing sight to see them flailing around." Peter got outside in time to see the Sailing Ship Restaurant nearby "rocking and rolling like it was going to go over." But it stayed upright, though almost all the china, crystal, liquor and food ended up on the floor.

Again, no boats were damaged at South Beach, but several piling collars busted loose and the parking lot buckled and twisted. The power was out for two days, but at this point is has been restored and the marina, in one sense, is busier than ever.

"We've had an enormous increase in people from the East Bay," says Peter. Though the marina's policy prohibits liveaboards, they've relaxed the policy until people can get back on their feet. As a result, some East Bay boaters who work in the city are staying on their boats at South Beach. Many more are using their boats for the daily commute, trying to avoid landbound traffic that can take up to two hours to get into the City. South Beach, of course, is conveniently located near downtown and the financial district.

Like several other marinas in the City, East Bay and South Bay, South Beach has also become a popular courier dropoff and pickup point for boats running medical supplies, relief supplies and time-sensitive documents between San Francisco and Alameda.

**Mariners Square** — Also built on landfill, Mariners Square was probably the hardest hit of the East Bay marinas. Once again, no boats were hurt in or out of the water, but the parking lot was crunching and

## NOTICES TO MARINERS

Boaters should be aware that, until further notice, there is a restricted area around the cantilever span of the Oakland-Bay Bridge. Recreational boats are not allowed within 100 yards of the bridge from the east shore out to "Juliette" span, which starts just past the damaged part.

The Coast Guard also cautions boaters not to trust buoys solely when navigating until they can confirm that none of them moved during the quake.

buckling like mad, snapping water mains in so many places, some businesses still have to use bottled water and porta-potties. All three

LATITUDE/JR

players in the drama received fleeting if any mention in the aftermath tally. We're happy to remedy that right now.

"The fireboat *Phoenix* should get a presidential citation," says San Francisco Marina Harbormaster Gary Davis. "If it weren't for them, we might not have a City to rebuild." He's not far off. When the huge marina fire started, there was no power and no water pressure. All firemen could do was get people out of the way and watch the inferno grow.

Within the hour — possibly half that, we weren't keeping close track — *Phoenix* pulled into the marina and the hoses started flying. News footage showed volunteers connecting hose after hose and running hundreds of yards of it from the fireboat up Divisidero to

# THE WAKE

restaurants — the Rusty Pelican, Chevy's and the Waterfront are closed until further notice. "Those people in the Pelican must have really



LATITUDE/SARAH

had a ride," says Don Trask of J/Boats. "They were running out screaming."

Trask reports the houseboat from which J/Boats, the Repo Hotline and John Beery Yachts do business "was jumping out of the water. All around us — I guess it was all the oxygen in the bottom releasing — it was bubbling so much it looked like the water was boiling."

At this writing, all businesses except the restaurants had electricity and were operating as normally as possible. Some, such as North Sails, were still without water.

**Pier 39** — There was no damage to docks, boats or the seawall at the marina part of this popular destination, though businesses and restaurants on the Pier lost a lot of merchandise in the shake. In fact, with power out and the food in danger of spoiling, the Pier restaurants collaborated to set up a big barbecue the next morning, and then spent all day giving away free meals to Pier 39 people and anybody else that happened by. And we're hardly talking hamburgers.

"It was all stuff like lobster tails and filet mignon — I've never eaten so well in my life!" says Pier 39 Harbormaster Sheila Chandor. She reports that the marina, undamaged by the quake, also had an influx of boaters, either made homeless by the quake or too freaked out to go back in their homes in the Marina District. At least one boater who weathered the quake volunteered his boat to anyone who needed a place to stay, a humanitarian gesture worthy of note.

Power at the Pier was restored within three days and both the marina and most of the businesses are back in operation, though understandably down somewhat in attendance. "We'd like to invite people to come over and lighten up," says Sheila, who notes that prices on the Pier have been slashed to attract business.

*Not just for show: the fireboat "Phoenix" may have saved the City.*

**Moss Landing** — One witness said the huge towers of the Moss Landing power station "were whipping like jump ropes" during the shake. The station is still down with no word on when it will start up — which means Moss Landing is without power until further notice. The marina also lost its fuel dock, the bridge to the western island and several buildings in the surrounding area, although the harbormasters office survived intact. With multiple breaks in both water and sewer lines, those will be out for a while, as well. (Many cities and marinas all over Northern California had to pump raw sewage into the Bays because of breaks, overloads and power outages.)

## MINOR DAMAGE (relatively speaking)

**Marina Village** — "If you can picture this, the docks and boats were staying essentially still, while the land — and pilings — were whipping around like mad," says



Harbormaster Alan Weaver. The result, like many other places, was dozens of piling rollers busted or torn loose. No other structures or boats were damaged, and the marina had 90 percent of the damage repaired by the time we called on the 25th.

**Corinthian YC** — Though it suffered no damage, Belvedere Cove's big white house is worthy of mention. Those who know say it survived the shake thanks to foundation work completed only this summer. Were it not for that, it could very well have been Belvedere's big floating house.

**Sausalito YC** — SYC lost waterlines, electricity, some plates and most of the bottled liquor. The galley also got pretty trashed. Only one trophy fell over, a heavy binnacle-type affair that gave SYC its earthquake souvenir — a big ding in their pretty hardwood floor. Otherwise, all is back to normal now.

**Angel Island** — Five foot section of the seawall broke off in Hospital Cove, otherwise insignificant damage.

**Oyster Point Marina** — Formally dedicated only last month (see *Sightings*), Oyster Point had to turn right around and shut down its commercial fishing pier, which suffered possible major structural damage. Oyster Point also counted the most pilings sheered off their docks, some 150. Despite several interruptions in the following days — power was on and off and a weakened water main burst a couple of days after the quake — Oyster Point is back in full operation (except for the fishing pier).

**Brisbane Marina** — Aside from about 20 sheered piling pins and cosmetic damage to the plywood decking on the docks, Brisbane came through unscathed. Brisbane's Sierra Point YC mounted a food and clothing drive for earthquake victims that was to run through October 28.

**Coyote Point** — The Coyote Point YC was just starting their annual membership meeting when the quake rolled through. Needless to say, all the food, dishwear, liquor and several members ended up on the floor. The mess took two days to clean up; no report yet if anybody joined.

The Marina itself suffered little, this

*The quake made Ballena Isle's parking lot go 3-D.*

despite having the harbormaster's office we'd least like to be in during a quake. It's about 30 feet off the ground on a wooden

# OF THE QUAKE



LATITUDE/MITCH PERKINS

framework. "It proves my theory that dry rot absorbs shocks much better than sound wood," says harbormaster Carol Leonard.

Oddly, the marina did lose both its entrance lights, which were solar-powered affairs mounted on 5-ft steel pedestals. The whipping motion simply snapped the lights off. Divers have recovered them and they're being repaired.

**Grand Harbor** — The extent of damage to Alameda's newest marina was one palm tree that fell down.

**Ballena Isle** — "Liquefaction" is the newest word these days, and that's what happened to us," says a spokesperson for

*Still pumping the next morning, hoses snake their ways from the Marina to the Divisadero fire.*

Ballena Isle. That meant lots of cracks and buckling in the parking lot, and the odd sight of two underground tanks pushing up "Night of the Living Dead" style through the parking lot. That section of the parking lot is about 18 inches higher than it was. The obvious result is that the harbor, located on the west side of Alameda, is without a fuel dock. Otherwise, all systems are go, including the restaurants.

**Pillar Point** — "Lots of shaking, but no injuries and no reported damage," says

Assistant Harbormaster Dan Temko. "In fact, the storm the next weekend caused worse damage — one boat went on the rocks at the entrance, another went on the beach."

**Berkeley Marina** — Another landfill location, Berkeley Marina shook hard, knocking two boats over in the boatyard, buckling the parking lot and causing serious damage to the fishing pier. Count on that roller-coaster road out to the marina being even more ridiculous now. Witnesses reported the flagpole whipping 30 degrees from side to side.

Within hours of the quake, a sportfishing outfit at the marina ferried a contingent of doctors and other medical personnel over to San Francisco.

## PEOPLE

Though no boaters we know of lost their lives, some did lose homes — and all had tales to tell. At least three different people in different parts of the Bay claimed that fish started jumping out of the water seconds before the quake hit. In Redwood City, some even flopped onto the docks!

Oddly, the harbormasters from many marinas were down in Santa Barbara at a convention when the quake occurred, some feeling it slightly down there. "The conference was supposed to end Thursday," said Oyster Point's Bob Johnson, "but once we learned what had happened, I'd say 3/4 of the Bay Area harbormasters took off that night or the next morning."

One, who asked we not use a name, was on the phone to a spouse when the shake occurred. "Wow," came the voice from an office building in Emeryville, "We're having an earthquake!" Then, "Boy, it's a big one, I'm getting under my desk." Then "OH, SHIT!"... and the line went dead.

After about 15 anxious moments, contact was re-established and everything was okay.

We only found a handful of people who were actually on boats, either out in the water or tied to the dock. Here are a few of their observations.

**George Morris** — "I was motorsailing my Ranger 23 Snowstorm back to Berkeley from Cal Coast. The wind was very light, and it was so warm I even had my shirt off. About a mile out of Berkeley, the boat lurched as though it had run aground. I immediately shut the outboard off and checked my bearings. I was just where I'd thought, in deep water. I didn't realize there had been an earthquake until I got into the marina about half an hour later."

**Laura Gilson** — "We didn't feel a thing, but we sure heard it," says Laura. She and some friends were just south of the Berkeley Pier aboard the Coronado 25 Neressia. "There was this low rumble, rumble, rumble...

# THE WAKE

**BOOM!** We thought it was a jet taking off from the Naval Air Station on Alameda, but when we looked that way we saw the section of the Oakland Bridge had collapsed and water (from broken mains going to Treasure Island) was cascading off the bridge. On the way in, we saw clouds of dust from Oakland and a fire in Berkeley and we knew something big had happened.

**Keith Stanke** — "It was one of the strangest things I've ever felt on a boat," says Keith, captain of the Blue and Gold ferry *Oski*, which was off Aquatic Park headed for Pier 39 when the quake rolled through. "The whole boat went up and down about 3 to 4 feet lots of times and very rapidly, but with no wracking, pitching or rocking — just straight up and down. At first I thought the passengers were doing something, or that I'd picked up a net in the propellers. Then VTS (Vessel Traffic Service) came over the radio and said it had been an earthquake.

"I let my passengers off as normal, and *Oski* and a Red and White boat immediately proceeded to the Ferry Building to begin service over to Oakland."

(Ferry Service continues between the two ports at this writing. Except for two boats still doing limited tourist runs [Alcatraz has temporarily been closed] all the Blue and Gold and Red and White ferries are taking part. In addition, two Catalina ferry boats have come north to help alleviate clog ups caused by the closing of the Bay Bridge, and one more ferry was due to arrive from Seattle in late October.)

**Chuck and Sharon Thomson** — Chuck

heard a "large banging noise" and looked around to see the pilings in Hospital Cove waving wildly. "It felt like the boat had been lifted and then just dropped back in the water," says Chuck. They took off for home (the Alameda Estuary) immediately, passing so close under the Bay Bridge that they could see the now familiar little red car crashed there with its lights still on. They also saw many containers knocked over at the Oakland terminals.

**Ken and Connie O'Toole** — "We were aboard at our slip in Alameda, and all of a sudden we heard this roar and everything started jumping up and down and from side to side," says Ken. "I've lived around here all my life and I've never felt anything like it. As it receded, you could hear the roar echoing down the Estuary."

**Sally Andrew** — "I was on my way down the dock at Fortman Marina when the quake hit. From where I was I could see the 'immovable' sea wall twisting, the harbor office and yacht broker buildings moving, and the docks rising and falling. Our planned dinner for eight aboard was cancelled when a friend arrived whose kids were home alone on Treasure Island. The phones were out, the bridge was out and she was very shaken up and worried about them. We immediately made the executive decision to sail her back

*That's salt water running through those nozzles.*



"It was so eerie out on the Bay that night that we continued sailing on around Treasure Island and over to the Cityfront. What made it eerie was that normally there are a billion lights and that night there were practically none — just emergency lights, the spotlights of the fishing fleet at Pier 39 and the focal point of the Bay, the Marina fire. It lit up the sky and the water."

"On the way back, helicopters with powerful lights buzzed like fireflies over the collapsed section of the Bay Bridge. The rest of the Bridge was absolutely black."

"The sailing was great. The feeling was weird. We got home at midnight."

## COPING

This was written one week after the earthquake. Since then, we've heard more stories and anecdotes than we can even remember, much less recount. Though we



LATITUDE/MITCH PERKINS

and Sharon were settling down for a nice evening of dinner and watching the World Series at anchor at Angel Island when they

to T.I. We made it over in about an hour and a half and she went home to no gas, no water and no electricity.

# OF THE QUAKE



LATITUDE/MITCH PERKINS

## Sailing by the damaged portion of the Bay Bridge.

normally like to get right on stories before the notes "get cold," we're glad we waited on this one. A week ago, we could not have included humor. But it wasn't all death and destruction, and with all due respect to the seriousness of many people's situations, it's time to lighten up a bit. Here are a few more random samplings of where we were then and where we are now.

**Howie Marion** (Owner, Marion Sails) also played water taxi for the wife of a marine stationed on Yerba Buena. "Sven Svendsen lent us his runabout and Karen Anderson, Dick Pino and I ran her over. The Navy met us at the dock. They seemed very organized already, with walkie-talkies and so on. On the way back, we ran into two bozos that had run out of gas in the Estuary and gave them a tow. They didn't even know

there had been an earthquake."

Stuck late in Oakland, **Malcolm Park** (son of Rod Park, who owns the one tonner *Jazz*) was in a hurry to get home for the game. He was at an onramp to 880, beeping at the guy ahead and ready to run the red light when the quake hit and the freeway collapsed above him.

**Kirk Denebeim** (J/29 *Potsticker*), **Randy Paul** (J/35 *Equanimity*), **John Kostecki** (Olympic silver medalist in Solings, among other things) and doubtless many other sailors were at home in the Marina district when the quake hit. Denebeim and Paul's homes were "red tagged" and eventually torn down. Kostecki wasn't waiting around to find out — he packed up and split back to his family's home in Novato. **Ralph Buchan** (occasional skipper of the tallship *Californian*) and his wife had just arrived in the Delta for a few days of vacation aboard their boat when the tremor hit. It's a good thing. Their apartment

was on the second floor of the apartment building where the three people were killed when it collapsed.

**Craig Winter** (Moss Landing Harbormaster) was at the Santa Barbara conference. He arrived home in Watsonville to find his house had ripped itself apart, miraculously sparing his wife and four children from any injury. "The strange thing about it was everybody was reporting their chimneys fell. Our house was gone but the chimney survived fine!" Like others all around Northern California, Moss Landing employees **Victor Morales** and **Tom and Sylvia Villa** stayed up nearly 24 hours straight, making sure everybody and their boats were okay.

Their boat made it through without a scratch, but **Sally Andrew** and her boyfriend (and presumably everyone else who had a locker in Fortman Marina) lost charts, books, clothes and a bunch of other stuff when water "liquefacted" up through the ground and into their storage locker and drenched it all.

Five people who work in the North Sails loft in Alameda all live in Marin County. With all the road closures, it was averaging an hour and a half each way to get to work and home. "So we got ahold of this 20-ft Skipjack," says loft manager **Steve Taft**. "Now we all meet down at the San Francisco YC in the morning, jump in the boat and we're at work in about half an hour." From what we hear, they're not alone. Boat-pooling is generating a whole little "mosquito fleet" around the Bay in the mornings and afternoons.

And finally, there's the story of our own **John Arndt**, one half of Latitude's dynamic duo of ad salesmen. He'd just finished a sales call in Alameda and at 10 minutes to 5 was driving toward Interstate 880. "I couldn't decide if I should try to make it home in time for the start of the Series, or go work on



Useless water mains and collapsed pilings mark the entrance to Mariners Square.

my boat (which was parked at a nearby yard)", he says. It might be stretching to say the old woodie he's restoring saved his life. We're just glad that, like the rest of us here, he likes boats better than baseball.

— latitude/jr

# MIDWINTER SERIES —

Calling it midwinter racing is a little like referring to the recent earthquake, the second most devastating in U.S. history, as the "fall quiver". We give it the *Latitude 38* award for the least inspirational race title ever. Not only that, who doesn't associate any winter endeavor with being colder, wetter and more uncomfortable than its summer equivalent?

You have to admit  
we're pretty spoiled  
here in  
San Francisco.

It's no wonder some sailors have the wrong impression of midwinter racing. We first noticed this a few years ago when during dinner we breached the subject of crewing on a midwinters to a lovely but somewhat dubious newcomer to sailing. You know the type — she'd been out a few times and still couldn't figure out what was so flaming wonderful about summer sailing. We forgot her name, but not the bill for broken crockery. That restaurant is never going to let

conditions are sunny skies, gentle breezes and no fog. Just what the doctor ordered for the fair-weather sailor in all of us.

This is hardly electrifying news to most of you. But even aficionados may not realize that the larger midwinters hold claim to being the most popular and well-attended series of the year. On any given weekend, the Metro/Berkeley Midwinters puts more boats on the line than all of YRA's handicap summer fleets put together.

Weather is hardly the only reason for this phenomenon. Others include a much more relaxed format, a much less crowded Bay, and a much more laid-back and friendly attitude among racers. Even the "winning is everything" types have been seen to lighten up and have a good time during the off season. The midwinters is type B entertainment in a type A world. That alone is worth the price of admission.

All those perks make these upcoming races a great place to learn new skills, sharpen old ones and expand your sailing horizons a bit. It's the perfect format for the average weekend sailor and his buddies to add a little structure to their recreational sailing. It's a great place for hardcore sailors to hone those light-air skills. It's an opportunity to involve the family in a recreation they can all enjoy. You cruisers

## MIDWINTER RACE SCHEDULE

**BERKELEY YC** — "Chowder Races". 11/25, 12/30, 1/27, 2/24, 3/31. Paul Kamen, 540-6324.

**BERKELEY & METROPOLITAN YC** — 11/11-12, 12/9-10, 1/13-14, 2/10-11. MYCO, 536-7450.

**CORINTHIAN YC** — 1/20-21 and 2/17-18. CYC, 435-4771.

**ENCINAL YC** — "Jack Frost Series". 11/18, 12/16, 1/20, 2/17, 3/17 (no April race this year). Shirley Temming, 521-0966.

**GOLDEN GATE YC** — "Manny V. Fagundes Seaweed Soup Perpetual Series". 11/5, 12/2, 1/6, 2/3. (3/3 make-up). Tom Martin, 826-6516.

**SANTA CRUZ YC** — 11/18, 12/16 and TBA. SCYC, (408) 425-0690.

**SAN FRANCISCO YC** — 11/18-19, 12/16-17 (fall series) and 1/17-28, 2/24-25 (winter series). Bruce Darby, 435-9133.

**SAUSALITO CC** — 11/4, 12/2, 1/6, 2/3, 3/3. Robert Kowolik, 459-4807.

**SAUSALITO YC** — 11/11-12, 1/13-14, 2/10-11. Peter Gibson, 331-2277.

**STOCKTON SC** — 11/4, 11/18, 12/16. Pat Brown, (209) 838-3285.

**VALLEJO YC** — 11/11, 12/3, 1/14, 2/4. VYC, (707) 648-9409.

us in there again.

The fact is, the evil connotations of the midwinters outlined above could hardly be further from the truth. Sure, it can be wet and cold, but it's usually not both at the same time. Most of the time, midwinter

can use the midwinters to learn how to get the most from your boats. And those of you wanting to give racing a try, it's the least-



threatening, least embarrassing environment to do it in.

Those latter two groups are the primary ones to which we address this article. Yeah, we know you cruisers "aren't in any hurry" and all that. If you want to know the truth, as we knock loudly on the door of 40something, we aren't in much of one anymore, either. However, we've always enjoyed getting the most from any boat we sail. Every time we race, we learn something new about how to do that.

As for you neophyte racers, there is simply no better training ground than the midwinters (unless, like Tina Turner, you "don't do anything nice and easy" — in that case, just sign up for one of the top One Design classes next summer, and make sure your medical insurance is paid up). With performance anxiety way down and camaraderie way up, most experienced racers

# THE PEOPLE'S RACES



LATITUDE/ROB

**Miles of smiles:** All you need to do is add coats and this shot of early October's All Islander Regatta could be a classic midwinter photo.

will be glad to share their opinions about how to make your boat go faster. Of course, some will do this anyway whether you want to hear it or not.

And you'll be surprised how competition — no matter how low-key or how far back you are in the fleet — steepens the learning curve. Our first few midwinters weren't spent in the rabid pursuit of division wins; we often derived the most satisfaction from beating just that one other boat.

Here's a little more on what you can expect from midwinter racing.

## Breeze

You have to admit we're pretty spoiled here in San Francisco. In the summer, the wind machine is more dependable than Old

Faithful geyser. With rare exceptions, it blows from the same direction at the same speed at the same time every day. In the winter, the Bay becomes more like everyplace else in the world. Sometimes it's nice, sometimes it's not. More often than not, midwinter races are light-air affairs with the breeze coming from the east or south. Sometimes the breeze is too light, which is why midwinter events are the most often cancelled races on the Bay. On the other side of the coin, when a storm front passes through at race time, you'll long for the relative calm of a 25-knot summer day.

## Boats

Midwinter races are BYOB (bring your own boat) affairs. You don't have to own or

crew on the latest high-tech Firecracker 29 to take part. You "race whut ya brung", and that can be anything from a late model ultralight to a full-keel, double-ended, four-bedroom, five-bath Battleship 43. PHRF handicaps do their best to even everybody out, and with as many entries as the midwinters usually get, chances are good that the racing within your division will be close, rather than leaving you out in the wasteland seemingly hours from the nearest competitor.

## Formats

There are two primary formats for midwinter racing: Once a month through March of next year; or two race-filled weekends punctuated by a party Saturday night at the host club. Normally, none of these overlap, so if you wanted to race more than one, you could do so easily. However, this year, for some reason the Golden Gate YC announced out of the blue that their series, while starting on its traditional Sunday, would thereafter be held monthly on Saturday, the same day as the Sausalito Cruising Club's. The conflict continues to elicit grumbles from boaters who have enjoyed both series for years. Oh well, you can always spend Sunday working on the boat.

More than half a dozen local clubs run midwinter series (as well as clubs in Stockton and Santa Cruz — see box for schedules) in all the usual areas — Southampton/Circle, Knox, and the Cityfront. Vallejo YC also runs one for sailors of the "far north." In addition to overall awards, most clubs give small prizes — coffee mugs and the like — to daily winners in each race.

## Prerequisites

Like we said, you don't have to know a lot about racing to enter a midwinters, but

You'll be surprised how much competition steepens the learning curve.

you should know at least the basics of sailing. As mentioned briefly last month, we learned to sail by trial and error, alternately horrifying ourselves and our parents by doing stupid things and somehow surviving long enough to

# MIDWINTER SERIES — THE PEOPLE'S RACES

learn the right way. However, had we to do it over again, we would definitely go the route of learning through one of the many excellent sailing schools around the Bay Area. You'll learn the basics more completely and in scads less time than we did, and you'll be safer and more comfortable doing it. (The Coast Guard won't get to know you on a first name basis from rescuing you so many times, either.)

To carry that recommendation one step further, once you learn the basics, the best way to improve your skills — well, at least one of the most fun ways — is to go racing. If you're new to the game, sign on at least one crewmember to act as both tactician and teacher. Ideally, he or she will be able to explain things like rules, which side of the course is favored, and whether it's ebbing, flooding or "flebbing." Initially it will all sound like a mixture of bumper cars, tournament chess and black magic, but after three or four races, you'll begin to get the hang of it. Without such a mentor, we can almost guarantee just the crush of boats milling about the start will totally bewilder you. We know this from personal experience, too.

have a current PHRF certificate (see box). All boats must also have the normal safety gear (MOB gear, PFDs, etc.), a VHF radio and a readily available anchor. Insurance is not a requirement, but it's crazy to race without it.

One of the things you don't need is membership in a PICYA yacht club, or any club at all for that matter. You also don't need a popular type of boat, or to race in a one-design fleet even if you do. Like we said, the midwinters are the people's races. You can do it any way you want, from entering one division of one series, to entering three or four divisions in three or four different series. (The surgeon general has determined that course of action may be harmful to the health of most marriages, however.) You don't even have to enter on time. Whether it's before the first race or halfway through the series, you'll still be welcome.

## Midwinter Tips

\* Racing is more than just sailing well

## PHRF QUICK COURSE

Sailboats race in either one-design or handicap classes. In one-design, the boats are all the same and the first guy across the finish line wins. In handicap racing, boats are "equalized" by a rating formula. In this type of racing, though a big new boat may beat a smaller old one over the finish, it has to "give time" to the little guy. In PHRF (Performance Handicap Rating Formula) handicapping, the most popular and widely used system, boats are assigned numbers that represent seconds per mile. The lower the number, the faster the boat. So if that big boat rated, say, 72, and the small one rated 156, the big boat would have to "give" the small one 84 seconds ( $156 - 72$ ) per mile, or seven minutes for a five-mile race ( $84 \times 5 = 420$  seconds = 7 minutes). If the little boat finishes within that time, he beats the big guy on "corrected time."

PHRF certificates are available through YRA (the Yacht Racing Association) in Fort Mason. The initial certificate costs \$20, with an annual renewal fee of \$10 thereafter. If you've never done this before, just call Lauren or Sherry at 771-9500 and ask for a

PHRF application. Then get out your tape measure and start filling in the blanks on the form. You'll need to measure things like boom length, "J" (from the bottom of the headstay to the base of the mast) and so on.

If the boat is a stock version of a popular design, PHRF numbers should be forthcoming in a week to 10 days. If the boat is an unusual or unique design, or a stock boat modified by you or a previous owner, it must go to the PHRF committee, which meets around the first of each month. In one of the more thankless jobs in yacht racing, they'll do their best to assign your boat a fair rating.

Not to confuse those new to racing, but at least one club will also run IMS (International Measurement System) classes. A relatively new handicapping system, IMS works differently than PHRF, but tries for the same result. The system is geared more toward the serious racer than the average weekend sailor. IMS certificates are considerably more expensive and require hauling the boat to have it measured by a special machine.

## How To Take Part

All you have to do to sign up is call one of the numbers listed on page 98 and pay a small entry fee. Those boats racing handicap (if you don't know what we're talking about, you're probably in this category), must also

and by the rules. To do your best, remember three things: keep the bottom clean, don't take flyers and act like a mailman — show up for your appointed race through rain, sleet, and anything else Mother Nature, 10 feet of new powder at Tahoe or the NFL

playoffs spit at you. Winter diversions are many, and many boats end up missing races and losing points. In the end, the consistent

Even Olivier  
flubbed lines when  
he started  
... didn't he?

boats are the ones that take home the trophies, even if it's their first series and they've not won a single race. (Don't get your hopes up. It's rare. But it can happen.)

\* Bring warm clothes. Even if it's clear and beautiful out, this is still winter. Umbrellas, while not much good in wind, are great to have along during rainy calms. In addition to the normal complement of chill pills — never run out of beer and soda — hot lunches and thermoses of hot cocoa and/or coffee will make the crisper days more rewarding.

\* "Hurry up and wait" could be the midwinter credo. About half the time, starts will be postponed while everybody waits for wind. (This is one of the times you may use that anchor.) For the first time anywhere, here's a list of the proper postponement gear to have aboard: stereo (mandatory), Frisbee, football and at least one of those little plastic jars of bubble blowing soap.

\* If you're new (or even not so new) to the racing game, you're bound to make mistakes. Be they small ones like choosing the wrong side of the course, or biggies like T-boning the committee boat, try not to get disheartened. Even Sir Lawrence Olivier flubbed lines when he started (...didn't he?). And short of both you and the committee boat sinking, things could always be worse. For example, our wife recently decided to learn to play the violin.

**B**y spring, we won't guarantee you'll like racing, but if you stick it out until then, you'll know a heck of a lot more than you do now — not only about how to get the best out of your boat, but how to get the best out of sailing San Francisco Bay.

—latitude/jr



## A CONVENIENT SOLUTION

In recognition of the problems associated with travel in the Bay Area: Svendsen's Full-Service Chandlery is now offering free UPS delivery for all orders placed by phone or FAX. Please feel free to call our highly qualified staff to discuss your requirements. Once we determine what you need, we will pack and ship it the same day. That's service.

Svendsen's Boat Yard customers will be pleased to know that our yard sustained no damage during the quake; nor was any yacht harmed. We are currently operating at full capacity. If you are planning to haul your boat soon, call us for an appointment. We are providing free shuttle service to BART or the Ferry Terminal once your yacht has arrived. Svendsen's is committed to complete service.

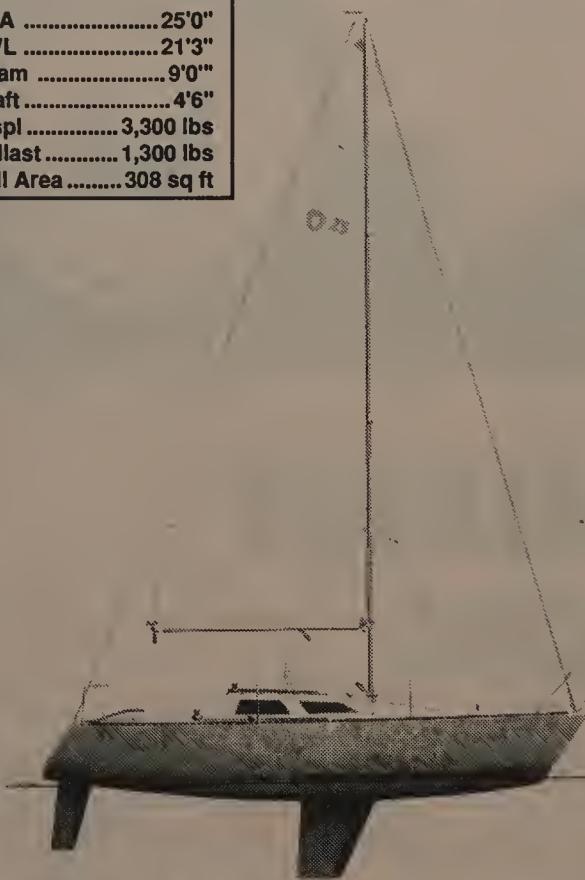
# SVENDSEN'S

1851 CLEMENT AVENUE  
ALAMEDA, CA 94501

(415) 521-8454

OPEN TO SERVE YOU  
M-F 8-5:30 SAT 8-5  
SUN 9-4

LOA	25'0"
LWL	21'3"
Beam	9'0"
Draft	4'6"
Displ	3,300 lbs
Ballast	1,300 lbs
Sail Area	308 sq ft



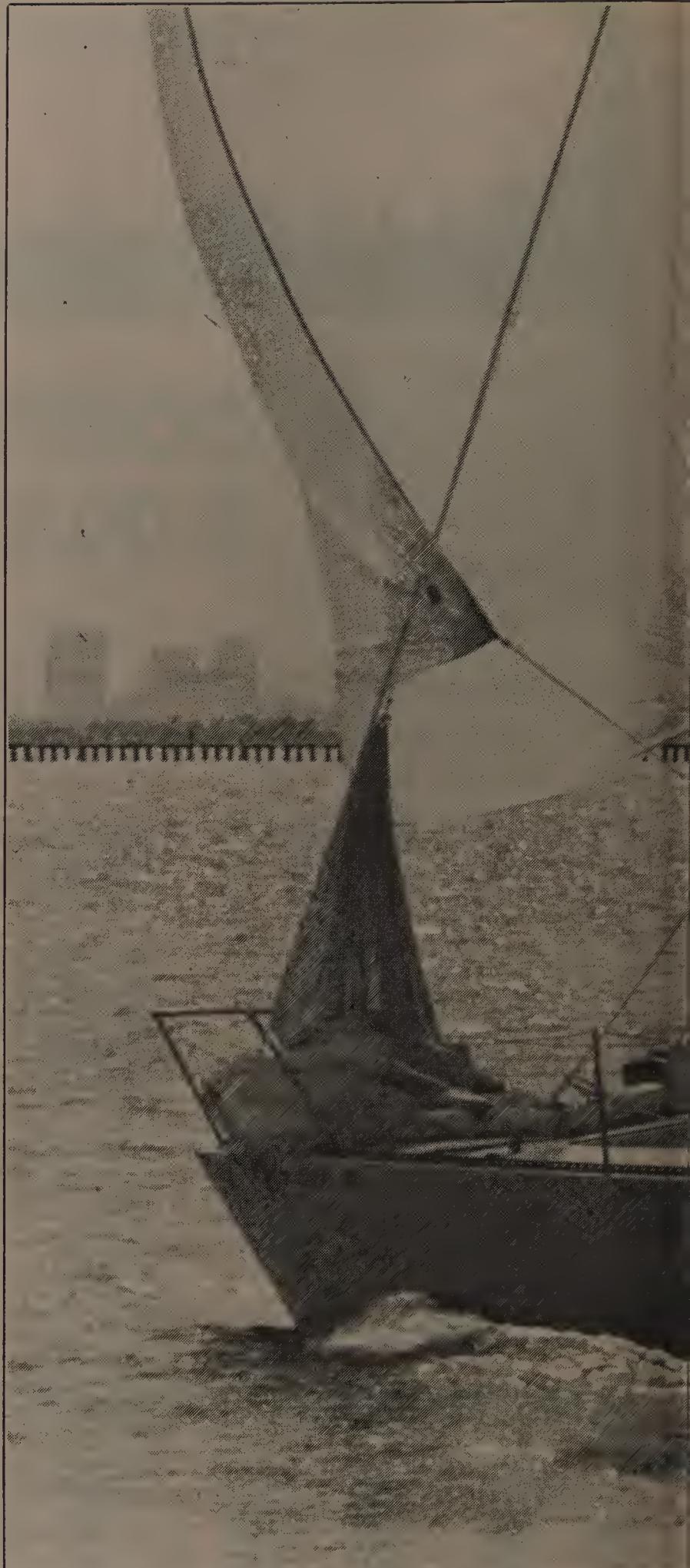
## OLSON 25

**V**ersatile: that's the word we heard most frequently in interviewing people about the Olson 25. "It's truly an all-purpose boat," claims Bill Riley, owner of hull #18, the hugely successful *Pearl*. "We have a strong local one-design fleet; the boat's a giant-killer under IMS; it sails to its rating under PHRF; and it even rates well under MORC. It's strong enough to go in the ocean, yet light enough to trail to the mountains. It's a lively, fun boat; simple to sail and comfortable to cruise."

Riley's unrestrained enthusiasm for the spunky little 25-footer was echoed by many others in the 20-plus boat San Francisco fleet, which makes it difficult to understand how Santa Cruz-based Pacific Boats — the original makers of the Olson 25 — could have gone out of business. But they did, in 1987, after building about 105 of the 25s, 64 of which are still sailing in California. Fortunately for all concerned, Ericson Yachts of Irvine bought the molds in January, 1988, since then producing some 25 more Olson 25s. They're building them in Otay Mesa, Mexico (near Tijuana), though as Ericson's Don Kohlmann admits, "Demand hasn't been that high — it's a really competitive size range. On the other hand, we haven't been marketing them very aggressively."

To back up a bit, the O-25 was the brainchild of George Olson, the quiet, bearded free spirit who 20 years ago fired a shot heard around the yachting world with his radical 24-foot custom ultralight *Grendel*. That boat became the prototype for the Moore 24; Olson split with Ron Moore soon after, subsequently designing and building some 240 Olson 30s, 29 Olson 40s and a number of custom boats. But, by 1984, when he designed the Olson 25, he decided the time had come to break away from the strictly ULDB approach.

What he came up with was a "big" 25-footer, one with a relatively roomy, practical interior and what the sales brochures termed a "well-behaved, but spirited" sailing personality. The double-spreader, masthead rig literally towers over similarly sized boats such as the Moore 24, J/24 or Merit 25. Weighing in at a moderate 3,300 pounds



(the factory claimed 2,900 pounds, which according to local owners is way low), the boat sports a displacement to length ratio of around 130, compared to the Moore 24's 89 and the Olson 30's 77 (under 100 is considered ultra-light territory).

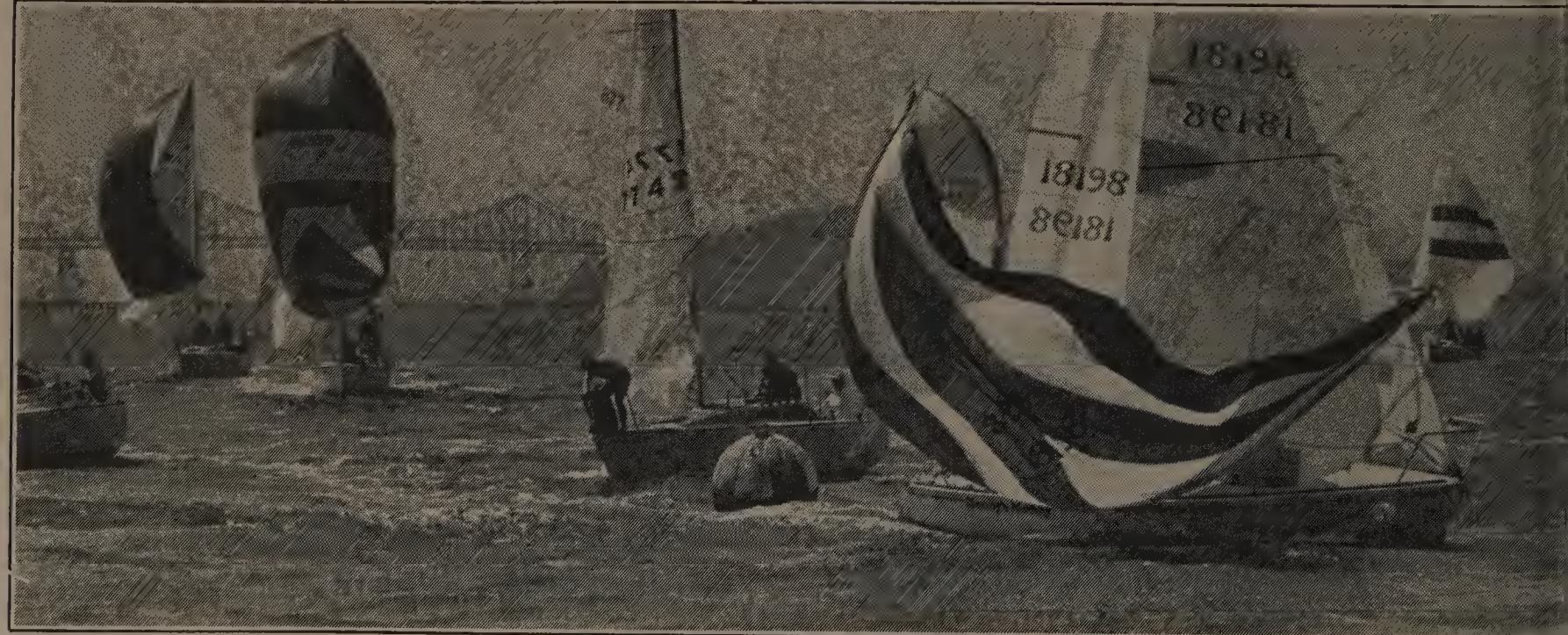
Accordingly, the Olson 25 has a "solid" feel to her — responsive, like a good IOR boat, but not quite as neck-snapping to sail as a



ULDB. However, that doesn't mean she can't hold her own on the race track. Hull #1, the aptly named *Fat Sister* (at nine feet of beam, the O-25 is 2 feet wider than a Moore 24, 1 foot wider than an Express 27, and the same width as her bigger sibling, the Olson 30) debuted at the 1984 MORC Internationals on Lake Erie, coming in third in class. On the West Coast, hull #2, the distinctive yellow

factory boat *Alzora* (now owned by Rex Malott of Stockton), also struck silver right out of the box.

Olson designed the 25 with an eye towards MORC, but unfortunately that rule died on the vine — at least on the West Coast — before the 25 got to strut her stuff. However, the design proved competitive at a PHRF rating of 156 (down from the original 168), and



lately has proven to be a potent IMS contender — ironic, considering that rule wasn't around when Olson conceived the 25.

Riley's race record with *Pearl* gives an indication of what these boats are capable of: in PHRF racing, *Pearl* has won the Stockton South Tower Race overall twice ('86, '89), the Yankee Cup ('88), class wins in the Silver Eagle and special events like the Doublehanded

Lightship Race. (Bill even trailered *Pearl* to Mexico for the 1986 Baja Haha, but that's another story.) Under IMS, *Pearl* has won the first two HDA/IMS championships, as well as blitzing the IMS portion of the Yankee Cup last month. Riley also won the all-IMS 1988 Stone Cup with three straight bullets, only to see the Olson 25s not invited back this year ("Maybe we should have done worse!" he laughs).

# OLSON 25



"The Olson 25 is a great Bay boat! It loves to go upwind, and sails equally well in light or heavy air," says Riley. "If it has a weak point, it's running in light air, probably because it's a little too beamy for its length. Also, ULDB's like Moore 24s will clobber it off the wind in a breeze, so there's not much incentive to enter any coastal races." Olsons have occasionally entered the Windjammers and the Boreas

Race (Vivace, owned by class secretary Bill Riess, won overall in '88), but mainly they stick to the Bay.

The bedrock of their Bay sailing activity is one-design racing, which the fleet has been doing since 1986. For the first two years they raced inside the framework of HDA-H; for the last two years they've been under the wing of IMS. To the delight of the Olson 25 fleet — but not the struggling IMS group — the Olsons have finally earned their own ODCA start next summer.

Not too surprisingly, *Pearl* has won all four local class championships to date. "Beating Riley's the name of the game. He's the yardstick," says Steve Roberts of George. "Any day you can finish near him, you sailed a hell of a race!"

There are two other annual Olson 25 one-design venues: the Metropolitan/Berkeley Midwinters, which fielded 14 boats last year (Colorado sailmaker Bruce Bates, who winters his oddly named *Dog Lips* on the Bay, commuted here to win that series) and the Nationals. Jeff Jones of Santa Barbara won the first Olson 25 Nationals in Santa Cruz with *Red Stripe*. He repeated in '86 in Berkeley; Riley won the next two ('87 in Berkeley; '88 in Monterey); and Wyatt Mathews' *Fast Freddie* topped the fleet last summer on Huntington Lake.

Participation in class racing has grown over the years, probably because the class adopted an owner-driver rule from the beginning. According to outgoing class president Keith Moore, owner of *Witching Hour*, "The purpose of our rules is to keep 'ringers' off the helm and encourage family sailing. By specifying a crew weight limit (962 pounds) and not allowing expensive modifications, we've kept the class as a relatively strict — and low-cost — one-design fleet."

Needless to say, the Olson 25 is a fine pocket cruising boat, too. While the boat can sleep four comfortably, it's really better suited to two, preferably of the opposite sex — but that's probably true of any boat in this size range. The interior is nothing short of cozy, particularly the "deluxe model", which features more teak trim and upgraded cushions.

With its bombproof Ballenger rig (we've yet to hear of a 25 dismasting) and all lines leading aft, the boat is easy to sail short-handed. Even getting the outboard on and off is no hassle. The boat has all the usual amenities below, such as a fresh water sink, a two burner alcohol stove and two portable ice chests. It also has two shallow cockpit lazarettes which double as topside ice chests — perfect for keeping cold beer handy on those sweltering Delta afternoons.

"They're high performance, yet user-friendly boats. I'm very impressed with them," said Dan Glennon, head instructor of Berkeley's Olympic Circle Sailing School. "When we decided to put Olson 25s into our fleet, we got Chris Corlett, the broker at the time, to lend us one for a month. We put it through hell! We virtually tried to break it, but couldn't. We even sailed it in a 45-knot winter storm with no problems. We're up to six 25s in our fleet now — we rent them for about \$100 a day, and they're really popular."

Having sailed on several O-25s ourselves in the past few years, we can understand their popularity. Heck, we'd get one of our own except — here comes the only real drawback — they're still rather costly. The base price of a new Ericson-built one (which comes standard with a North main and jib, a sail cover, a headliner and various upgrades that were previously considered options) is now \$21,795. By the time you add taxes, a spinnaker, a trailer and some go-fast widgets, the bill creeps up over \$30,000. Used ones (and there are several on the market) sell for about \$20,000, though we recently saw one advertised for only \$15,500 in San Diego.

So, we'll save our money, and hope to stumble onto a good deal sometime in the near future. With any luck, you'll see us out there on the starting line next summer, or maybe even cruising up in the Delta. We've already decided on a name — look for the 25 called *Jimmy*, as in *Jimmy Olson*, the patron saint of cub reporters.

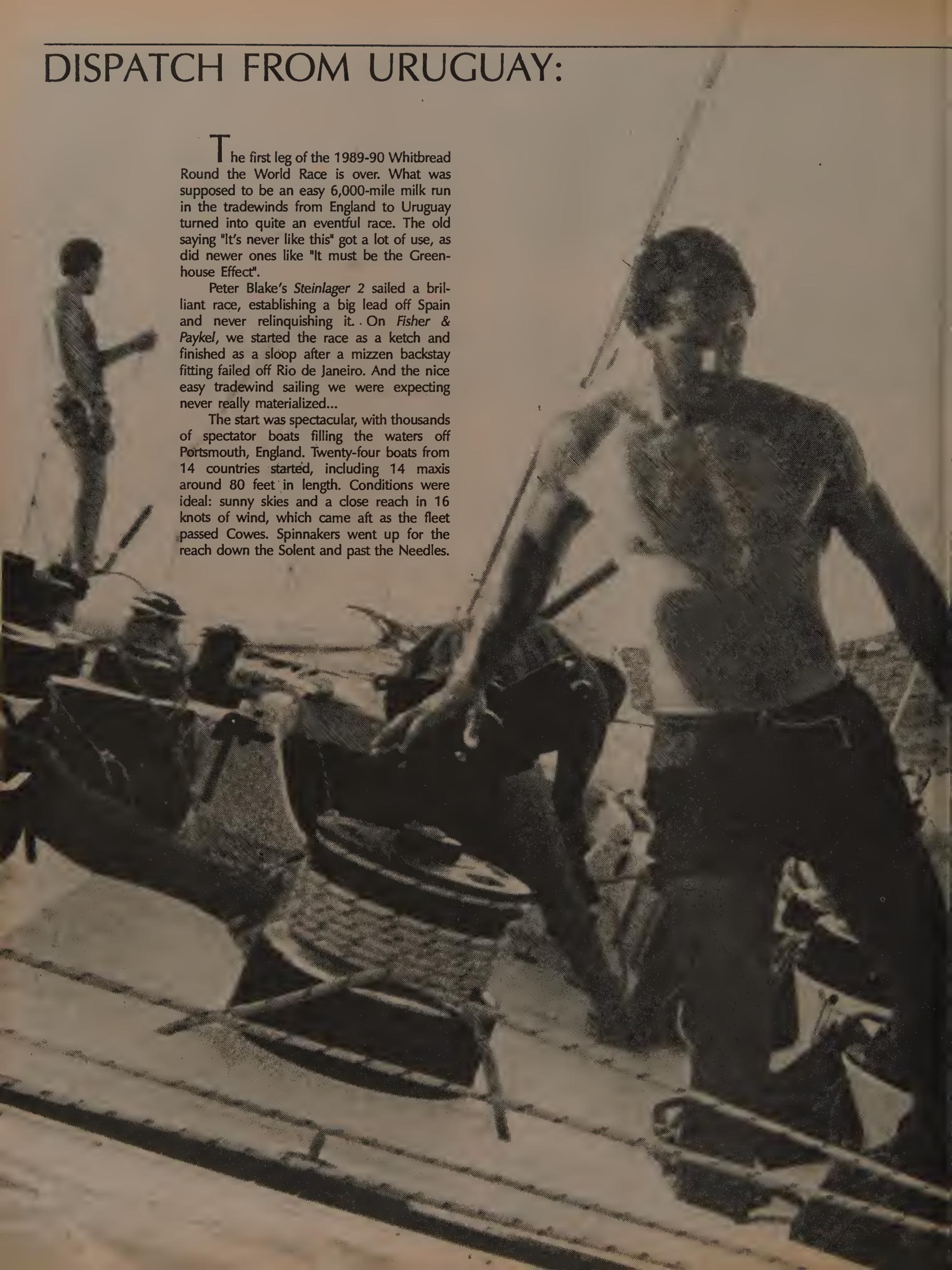
— latitude/rkm

# DISPATCH FROM URUGUAY:

The first leg of the 1989-90 Whitbread Round the World Race is over. What was supposed to be an easy 6,000-mile milk run in the tradewinds from England to Uruguay turned into quite an eventful race. The old saying "It's never like this" got a lot of use, as did newer ones like "It must be the Greenhouse Effect".

Peter Blake's *Steinlager 2* sailed a brilliant race, establishing a big lead off Spain and never relinquishing it. On *Fisher & Paykel*, we started the race as a ketch and finished as a sloop after a mizzen backstay fitting failed off Rio de Janeiro. And the nice easy tradewind sailing we were expecting never really materialized...

The start was spectacular, with thousands of spectator boats filling the waters off Portsmouth, England. Twenty-four boats from 14 countries started, including 14 maxis around 80 feet in length. Conditions were ideal: sunny skies and a close reach in 16 knots of wind, which came aft as the fleet passed Cowes. Spinnakers went up for the reach down the Solent and past the Needles.



# WHITBREAD RACE, LEG ONE

With all the excitement of the start, we hadn't had much time to think about anything else. But as we settled down for the run across the English Channel to Ile d'Ouessant in northern France, everyone on board was a bit quiet as they pondered the enormous undertaking ahead. Over the next nine months, we'll race around the world, covering some 33,000 miles through various tradewinds, the steaming flat calms of the Doldrums and the snow, icebergs and howling winds of the Southern Ocean. It seemed like a monumental task at the moment, and I'm sure the same thought was going through the minds of all the crews: "Do I really want to do this?"

The passage out the English Channel and across the Bay of Biscay was a light run in about 8-10 knots of wind — easy sailing, but lots of gybes. Then, as we approached Cape Finisterre, the wind poured out of the Pyrenees and whipped around the corner of Spain in a venturi creating winds up to 50

knots. We set a storm spinnaker and small mizzen gennaker, and took off on a wild ride down the coast of Portugal.

*Steinlager* and *Merit* kept going west after Finisterre, while the bulk of the fleet including us on *F&P* sailed down the rhumb-line off Portugal. The wind held for a couple of days, then died down. *Steinlager*, now 300 miles west, still had 35 knots of wind and pulled steadily ahead of the fleet.

The Azores High was situated very far north, so the tradewinds expected off Madeira and the Canary Islands were virtually non-existent. It was hot and sunny with 10-knot northeasterly breezes — great cruising weather, but we were racing and wanted wind. As we approached the Cape Verde Islands off Africa, the trades finally did fill in, and we enjoyed some great surfing. With the crew in shorts and no shirts, it was just like

the end of a TransPac, except we still had 4,000 miles to the finish.

As we headed southwest toward Brazil, it got hotter and hotter and the wind slowly died. At about ten degrees North, the tradewinds fell apart entirely and we hit the Doldrums. There were periods of light, 2-3 knot breezes interspersed with calms and rain squalls accompanied by 25-knot winds. The temperature rose until it was like a sauna below, and sleeping became impossible in the upper berths under the scorching deck. The crew started sleeping on the cabin sole near the companionways, where they could find a bit of breeze blown down from the sails.

The Doldrums let us off pretty easy this time, as we got through in two days with only a couple of times where the speedo read 0.00. We closed on *Steinlager* and *Merit*, which had both hit the Doldrums

*They're off! "Fisher & Paykel" blasts towards Punta del Este.*



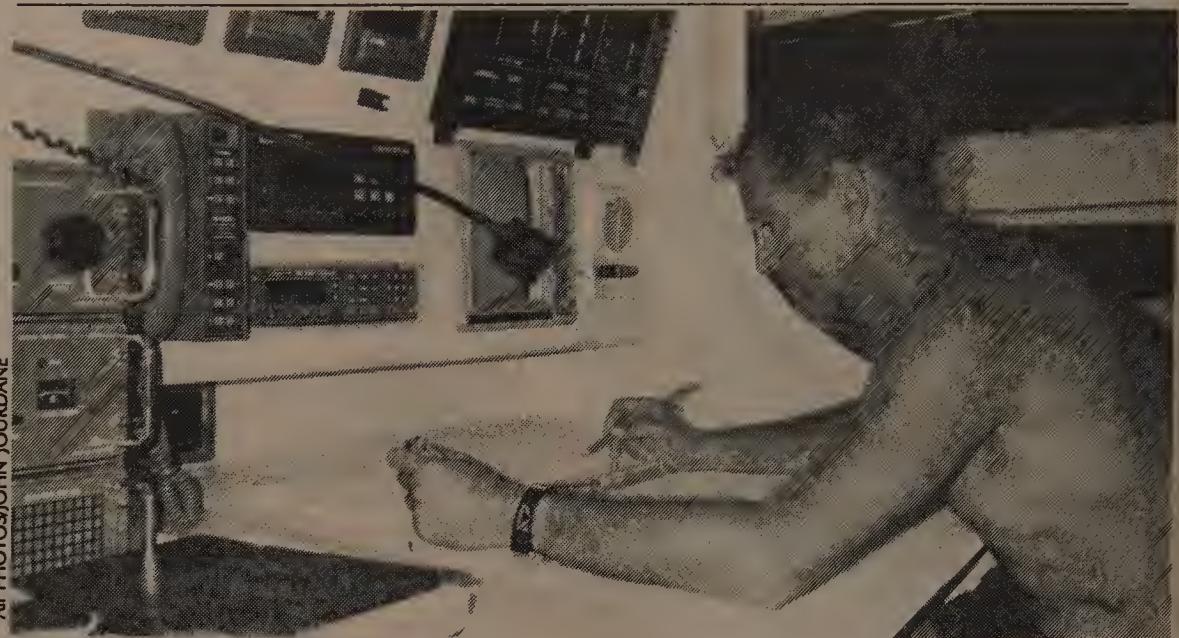
# WHITBREAD RACE

ahead of us, but just as we were gloating over our good fortune, *Steinlager* broke free and began doing 11 knots down the course while we were still struggling to do 3 knots in any direction it took to keep the boat moving.

With *Steinlager* well ahead, another race developed as *Merit*, *F&P*, and *Rothman's* exited the Doldrums at about the same time, leaving the rest of the fleet stuck for another few days. As we sailed down the coast of Brazil, the race became three separate contests: *Steinlager* was by herself some 200 miles ahead of the three us and the other two maxis, while rest of the fleet was 400-500 miles behind.

Off Rio de Janeiro, the wind came aft and built to a steady 35 knots. We took off, surfing down the big seas under a full 1.5 ounce kite and mizzen gennaker. The boat was really powered up and steadily surfing at over 20 knots...

About 0100, as I lay in my bunk, I heard a loud crash. The boat shook violently, followed by the dreaded hail, "All hands on deck!" I ran up top, looked aft and saw a 20-foot stump where the mizzen used to be. Trailing behind the boat — we were still doing 10 knots — was 50 feet of mast, sails and rigging. I had a very strong sense of déjà vu.



All PHOTOS/JOHN JOURDANE  
*Author John Jourdane is the navigator on "Fisher & Paykel"; Let's see, are we there yet?*

winched it aboard. We disassembled it, and put the rigging and sails below. With the broken section secured on deck, we set the 2.5 ounce storm chute and took off surfing once again. The whole operation took under two hours — a pretty amazing recovery.

We were racing again, but now with about 20 percent less sail area. It was decided that we wouldn't tell anyone of our dismasting, so our competition couldn't take advantage of our crippled condition. We

speed run for the barn turned into a slog to weather in steep, short seas. The wind held from the south at 30-35 knots for the next two days, while the seas became mountainous. The boat began launching off waves and landing in the troughs with bone-shaking crashes. We reduced sail to slow the boat, ending up with only a double-reefed main and #5 jib. We spent an uncomfortable few days trying to keep the speed under 8 knots to minimize the pounding.

As the wind lightened, it became apparent how much slower we were without the mizzen sails. *Merit* passed us, and *Rothman's* was nipping at our heels. We sailed our hearts out down the coast of Uruguay, making sail change after sail change. *Fisher & Paykel* crossed the finish line in Punta del Este in third place behind *Steinlager* and *Merit*. The 6,000-mile leg took us almost exactly 27 days, for an average speed of just over 9 knots.

Our spare mizzen mast was flown in from England, and is going into the boat as I write this. We'll tune the new rig, look at some new sails, and then take a week holiday to get away from the boat. We'll be relaxed and ready by October 28, when leg two — 7,650 miles to Fremantle, Australia — begins.

Considering the loss of our mizzen mast, we're happy with our third place finish in leg one. Of course, we'd rather be in first place — but then there are still five other legs and 27,000 miles to go in The Race. The fat lady hasn't even begun to sing.

— john jourdane

## Whitbread Results: Leg One

Name	Skipper	Country	Type (Year)	Elapsed
1. Steinlager 2	Peter Blake	New Zealand	Farr 83 ('88)	1
2. Merit	Pierre Fehlmann	Switzerland	Farr 81 ('88)	2
3. Fisher & Paykel	Grant Dalton	New Zealand	Farr 83 ('88)	3
4. Rothmans	Lawrie Smith	England	Humphreys 81 ('89)	4
5. The Card	Roger Nilson	Sweden	Farr 80 ('88)	5
6. Gatorade	Giorgio Falck	Italy	Farr 80 ('84)	7
7. Fazisi	Skip Novak	USSR	Group VTK ('89)	6
8. Martela O.F.	Markku Wilkeri	Finland	Frers 81 ('89)	8
9. Fortuna	Jan Santana	Spain	Visiers 77 ('88)	10
10. British Defender	Tony Esson	England	Faroux 81 ('89)	9
11. Charles Jourdan	Max-Philippe Couteau	France	Dumas 72 ('89)	11
12. Belmont Finland II	Harry Harkimo	Finland	Farr 80 ('84)	12
13. NCB Ireland	Joe English	Ireland	Holland 81 ('88)	13
14. Equity & Law II	Dirk Nauta	Holland	Vrolijk 63 ('88)	15
15. UBF Finland	Ludde Ingvall	Finland	J/N 82 ('88)	14
16. Rucanor Sport	Bruno Dubois	Belgium	Dumas 58 ('87)	19
17. L'Esprit de Liberte	Michael Krueger	W.Germany	Rommel 52 ('89)	18
18. Maiden	Tracy Edwards	England	Farr 58 ('80)	20
19. Liverpool Enterprise	Bob Salmon	England	Farr 80 ('84)	16
20. Schlussel von Bremen	Harm Muller-Rohlick	W.Germany	J/V 63 ('89)	22
21. La Poste	Daniel Malle	France	Frers 51 ('87)	23
22. Creightons Naturally	John Chiddenden	England	Williams 80 ('80)	17
23. With Integrity	Andrew Coghill	England	Gurney 77 ('73)	21
24. US Women's Challenge	Nance Frank	USA	Dumas 57 ('88)	DNF

vu: In the last Whitbread Race on *NZI Enterprise*, I had run on deck to see the same sight, but that time it was our main — and only — mast that had crumpled.

We dropped the spinnaker, got a line around the broken mizzen mast, and slowly

were now *Fisher & Paykel*, the sloop — and only we knew it...

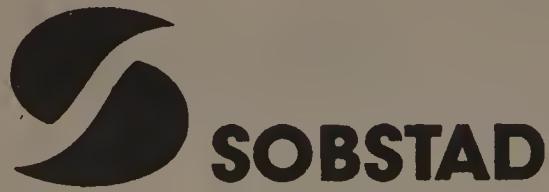
The following day we sailed into a huge bank of clouds. The wind died, did a couple of 360s and then came in from the south at 30 knots. What had been a beautiful high

Readers — Since John filed this report, more news of the Whitbread Race has filtered north from Uruguay. Tragically, the Soviet co-skipper of *Fazisi*, Alexej Greschenko, hung himself after the race, apparently despondent about being taken off the boat. Ironically, *Fazisi* outperformed all expectations in Leg One, finishing seventh. More next month.

*Some people don't care how much a sail costs.*



*But for those that do, it's Winter Discount time at Sobstad.  
Call us and find out how affordable great sails can be.*



**(415) 234-4334  
(415) 234-8192**

**1230 Brickyard Cove Road, Pt. Richmond, CA 94801**

# TALES FROM

"Only the good die young," is former Sausalito resident Warren Stryker's explanation of how he survived hurricane Hugo — which hit the Virgin Islands with winds over 200 mph — aboard his Bounty II *Dulcinea*.

Stryker had taken his Rhodes-designed fiberglass 41-footer that had been built in Sausalito 21 years ago, to 'The Pond', a shallow water refuge on Water Island. He was sunbathing aboard his boat under blue skies at 4 pm. on September 17; an hour later it was blowing 65 knots; 10 hours later it was blowing up to 200 mph.

The decision to stay aboard with his girlfriend was made partly to try to save his boat and partly because a previous 65-knot blow had so badly rattled the windows of his girlfriend's apartment that she didn't want to repeat the experience. Talk about jumping from the frying pan into the fire!

Those who lived through Hugo say it's impossible for mere words to adequately convey the ferocity of the storm. Perhaps a

few images might help: Inflatables and even Boston Whalers flying through the air like autumn leaves. A piece of corrugated roofing whistling past one skipper's ear, then whipping up and imbedding itself in the spreader of a nearby boat. Virtually all

While not everyone feared for their lives, many did. Given the conditions, Fatty Goodlander thought it prudent to duct-tape his wife and daughter's passports to their stomachs — in case their bodies needed to be identified later.

"It was like a bunch of marbles  
rolling around in a washing machine."

multihulls and many airplanes flipping over. Being unable to see or breathe without a mask and snorkel. Going outside without a shirt and the next day having your chest and back look as though they'd been burned.

*Normally willing to do anything to defend his Bounty II, Stryker was helpless against the fury of Hugo.*

Actually, the extremely low death count — given the monumental fury of Hugo and the remarkable number of sailors who elected to stay with their boats — was perhaps the greatest miracle of Hugo. It's believed there were only four or five maritime deaths between St. Thomas and Culebra, a minuscule figure when you consider that hundreds of skippers and families remained onboard determined to save their boats.

No matter if it was the 30 boats seeking shelter in the small confines of The Pond or the 300 hiding out in the relatively large harbor at Culebra, it was apparent that luck, far more than skill, was the ultimate arbitrator of the fate of each boat.

"Like a bunch of marbles rolling around in a washing machine," is the way Stryker described the situation in The Pond. And except for scale, it was no different in Culebra. "We hit all the other boats," Stryker explained, "and they all hit us." The 'Domino Effect' was in full force. The first boat that dragged caused two others to drag which caused four others to drag. Given the 12 hours that Hugo blew at hurricane strength and the fact that the wind direction shifted almost 180°, it's something of a miracle that any boats survived.

Generally the first boats to drag in any location were those owned by certain bareboat charter companies that apparently had neither the manpower nor inclination to protect their vessels — and those of their neighbors. As many as four of these boats would be hanging on the same mooring or anchor, and few if any had been prepared for even a mild hurricane. In one area littered with 50 bareboats, 48 still had roller furling headsails on! A few furious owners of private yachts hit by such charter boats accused a few companies of intentionally being careless with their hurricane preparations. Whether that's true or not is unknown; it is a fact, however, that bareboat companies like to replace their fleets every couple of years. For some of



# HORRIBLE HUGO

JOHN WHITE



*Five boats piled on top of each other. This scene was repeated all over Culebra, Puerto Rico, the Virgin Islands and Guadeloupe.*

Grenada and was missed by Hugo.

Mariposa, Lloyd and Jean's Valiant 40 from San Francisco, was safe in St. Lucia.

Light Touch, an Irwin 52 with Northern Californians Glen & Lynn, was in Grenada and escaped Hugo.

The following are California boats that were in the war zones of the Virgin Islands and Puerto Rico:

Mark's Away, an Islander Trader 38 belonging to Mark Schechter of Healdsburg, beached herself atop an insured boat, meaning she got lifted off free. While full of mud and in need of plenty of work, Mark's Away is said to ultimately be salvageable.

Calypso, a Cal 2-46 belonged to Orange County Superior Court judge Bob Law (who was just wrapping up a six month leave of absence), had her windlass torn off her deck and suffered holes in her topsides from being driven on the beach. Calypso, however, was in good enough shape to be motored up to Tortola where she'll be kept until repairs are effected in the spring. Law, incidentally, is said to have been a post hurricane community leader on Culebra.

Zinja, a Mason 63 belonging to Charlie Thomas, who was president of Jensen Marine (Cal Yachts) for eight years until 1975, also made it thorough Hugo at Culebra in relatively good shape. At the height of the storm, Thomas, who is about to start his first season of chartering, twice had to stand on cabin ports because the hefty Mason was knocked completely on her beam ends! Zinja suffered her worst damage when a pirate-style character boat dragged by and fouled the Mason's prop. Thomas' boat had her prop shaft pulled out a little, but a diver was able to bang it back in, allowing Thomas to motor back to St. Thomas the day after Hugo.

The following is a rundown of California boats in the Caribbean we know of that were too far from the Hugo to have been damaged:

Symphony, George and Norma's modern 70-ft modern schooner from the Richmond YC, was in St. Lucia and came out unscathed. Using ham and SSB radios, the two of them compiled a list of over 1,000 boats, their locations and their status.

Errant Prince, a Valiant 40 with Bill and Susan of San Francisco, was down in

Other California boats said to be in bashed up with other boats on Culebra are September Morn, Esprit de Breeze and Patricia.

As you might expect, there are thousands of individual Hugo stories to be told. Here are a few, the main lesson of them seeming to be that you can survive a hurricane, even the center of one as brutal as Hugo. Whether it's worth risking your life to stay aboard in the attempt to save your boat — and the boats of others — is a question each skipper must answer for himself.

## **Surviving Hugo Onboard**

A top computer salesman in Canada, Yugoslavian-born Boris King gave up the rat-race to sail a 30-ft boat to Hawaii. Later he bought Latina, a 110-ft ketch that had been

JOHN WHITE



*Some of the uninsured were lucky enough to have beached themselves atop an insured boat. It meant a free lift back to deep water.*

built in the 40's for Enzo Ferrari. After an extensive rebuild in Venezuela, he put her in the Virgin Islands charter trade. This is his story of surviving Hugo.

Latina awaited Hugo in Charlotte

# TALES FROM

Amalie, St. Thomas, the main harbor in the Virgin Islands. We were hesitant to join the 300 boats seeking shelter in Culebra, Puerto Rico. I side-tied *Latina* to the cruise ship dock and then ran lines to the Yacht Haven Marina pilings to keep her from banging against the cement dock.

Hugo began to arrive at 1800 on Sunday, kicking up gusts to 60 knots. As the night wore on the wind became more violent, but *Latina* was holding her position and handling the wind just fine. Each time the wind dropped bit we thought 'It's over!' But minutes later we'd realize the storm had gotten more intense.

My wife Shirley and sons Trevor and Ryan were onboard helping me readjust lines and tie on chafe preventers. They were a brave bunch as most people abandoned their boats and took refuge ashore.

As the night wore on conditions deteriorated. Between 0200 and 0300, the surge began to smash *Latina* against the dock. By 0400 it was so wild that I decided it was no longer safe for Shirley and the boys to remain aboard. They took refuge in a small shed on the cruise ship dock, but the real trick had been keeping them from being blown into the raging water!

*Latina* continued to smash harder, so I started the engine. By shifting into forward and reverse, I found I was able to minimize the violent motion caused by the surge and wind.

By 0600 the howling wind switched to east northeast. The surge was so huge that it was running over the cruise ship dock. Although the only one left aboard the 110-ft ketch, I decided that *Latina* could not remain where she was any longer. A courageous Shirley, although twice thrown by the wind until she was able to grab a lamp post, managed, by crawling on hands

Boris King successfully singlehanded his 110-ft ketch through Hugo and was one of the few boats to survive in Charlotte Amalie.

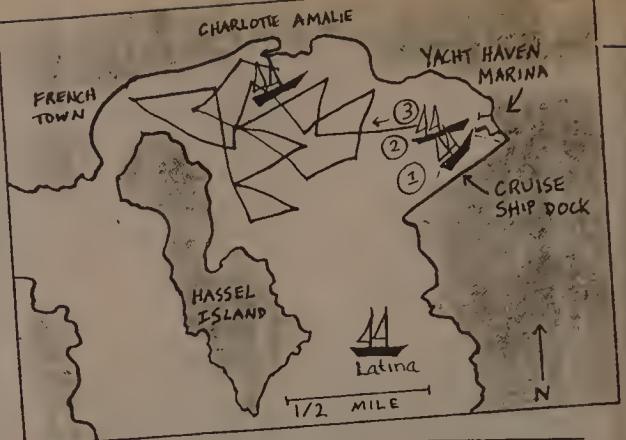
and knees, to cast off the dock lines that held *Latina* to the dock.

Our ketch was thus left swinging on the lines tied to the marina pilings. By that time Hugo's powerful gusts sounded like the roar of jet engines at take-off. The most difficult thing for me at the time was the rain hitting my skin at over 100 mph. But the thought that Hugo was at her worst and that *Latina* was still safe inspired me to fight on.

With the coming of dawn there was once again some visibility and with it a greater sense of security. That was short-lived, however, as winds much stronger than any before started roaring in from the south. My boat was now being driven straight for the Yacht Haven Marina fuel dock.

There was no time to fear or panic. I ran for the galley, grabbed a knife, and cut the lines that still held the boat. I then raced back to the helm and quickly turned *Latina* toward the south. The 250 feet between the cruise ship dock and Yacht Haven Marina didn't leave much room for a 110-ketch to maneuver in a ferocious hurricane. But just a few feet short of the cruise ship dock I managed to bring *Latina*'s bow into the wind. I could not, however, power away from the dock because there was still one line holding me. I made one more dash to the stern with the knife, cut the line and at the same time released the anchor.

The new scope allowed me to clear the Yacht Haven Marina docks and be blown out into the anchorage. Yet another hope — that the worst had now passed — was destroyed with the arrival of 140 mph gusts that tossed the 110-ft *Latina* around like a cork. Visibility, which had returned somewhat with dawn, was now gone. I could not see the nearby marina, the cruise



While not exact, the above map depicts King and 'Latina's' survival course during the hurricane.

ship dock, or even any even of the surviving boats in the anchorage.

In fact, I couldn't look forward at all other than to occasionally peer between the eye-shield created by my fingers. My eyes were in so much pain that I hid my face between the wheel and binnacle in order to be able to tell the general direction I was being pushed. Even with my heavy anchor down and the engine going full speed forward, Hugo shoved *Latina* across the mile-wide Charlotte Amalie anchorage.

Things had been flying through the anchorage like pieces of paper the entire night. The fiberglass on the roof of *Latina*'s main salon tore off. Then the jib unfurled, making *Latina* drift even faster. Luckily it shredded in a matter of minutes.

By 0900 I thought I was at the Gates of Hell. Although I didn't know it at the time, Hugo was peaking as I kept busy coming about, trying to avoid landing on Hassle Island or on Main Street. It had been 36 hours since I last slept. I was so physically exhausted that my arms cramped, yet I needed them to keep turning the wheel. I would use my good hand to and massage my cramped arm, then reverse it when the other hand cramped.

By 1030 I was appallingly fatigued, but realized that I was making progress toward Yacht Haven Marina, and that I was actually dragging my anchor with me. A half hour later I got an additional burst of energy as I realized the wind had dropped rapidly to 60 mph — which seemed like nothing. Now I could see again, and what I saw was that just 10 of the 60 boats in the anchorage were still afloat. *Latina* was one of them!

During the last week we learned that it will take \$40,000 to repair *Latina*'s rail area, top decks, rigging and sails. The interior, engine room and hull are fine. As we only have liability insurance, we thought we would take the liberty of asking our past guests for assistance in raising money for *Latina*'s repairs. We hate having to ask for assistance, but you can sympathize with our situation caused by the horrifying natural disaster.

Presently we are at Tortola, where work has begun to repair the damage. All repairs will be finished in time for the upcoming charter season.

— boris king



# HORRIBLE HUGO

COLIN GOULD



## The Absent Owner's Tale

Now a criminal lawyer in Auburn, back in 1982 Colin Gould and his wife Carol bought the a Freeport 41 Primo from an unsuccessful time-share program in Southern California. After living aboard for a year, they added \$35,000 in cruising gear, sold five of their houses, and took off for an eight-month trip to St. Croix with the renamed Cruzan Lady. Taking two passengers on term charters, they did 27 weeks the first year and 32 ("way too many") weeks the second year.

Earlier this year Colin returned to Grass Valley to be with his kids while Carol stayed in the Virgin Islands with the boat to do day and term charters. Colin and Carol were trying to sell their boat — see the "Free Virgin Islands Charter to Buyer" ad on page 168 of the October Latitude — when Hugo struck. "Fortunately we had insurance," Gould said, "so if the boat is totalled it will work out for the best." This is their story:

With me back in California and Carol having to go to Michigan for medical treatment on September 14, she had arranged for the crew to move the boat from her berth at the Christiansted docks to the mangroves of Salt River, which is considered to be St. Croix's safest hurricane hole.

When 'Horrible Hugo' struck, Cruzan Lady rode the storm out well. Then the Farleigh-Dickinson University Hydrolab barge broke loose and took a bunch of boats with it to the beach — Cruzan Lady included.

After Hugo had gone through, we received messages from local hams about friends, but we couldn't get any word on our boat. When I arrived at St. Croix on August 27, I still had no idea on the status of Cruzan Lady. I did find National Guard and/or regular troops everywhere.

**Although normally well-protected by reefs and shoals, Culebra's Ensenada Honda became a death trap for over 200 boats.**

*Carol Gould inspects the remains of 'Cruzan Lady' — and the other large yacht laying on top of her.*

Downtown Christiansted was heavily patrolled by Army and Department of Justice Special Operations people. Dressed in black t-shirts, black pants, black berets and carrying black Uzis, these Ninja-looking types looked real 'bad'. There was no looting once they arrived.

The Coast Guard was also out in force and two Navy ships were at anchor off Fredricksted. The Navy crews were busy rebuilding and rewiring a freezer locker so the island could stock up on frozen food.

At this time all goods and supplies were arriving on the island by aircraft, and tourists and residents alike were being flown off the island for free aboard C-130's. The airport, however, was without lights and radar and thus could only operate during daylight.

Basically St. Croix looked as though it had been hit by a nuclear explosion. Some areas looked worse than others, because the hurricane had stalled over the island and several tornados developed within it. In some places all the power poles were down and all the roofs had been torn off. All the trees had been stripped of leaves, and many of the big trees had been uprooted.

Transportation was a real problem because the debris everywhere was causing flat tires and because half the cars had broken windshields. But I finally made it to Salt River and our boat. Having been driven up on the beach by a barge, she was easy to find. Carol had already salvaged a couple of things like the SatNav, VHF radio and other stuff, but someone had come aboard and taken the towels and other items like that. The valuable stuff that would have required effort to remove — like the winches — hadn't been attacked yet.

It was immediately evident that Cruzan Lady had suffered serious damage on her starboard side where she had apparently

been hit by the Hydrolab barge. As a result of her pounding on the beach, her port side interior cabinetry was destroyed. The drawers were full of mud, but not much water. I suspect the hull was holed on the port side, which allowed the water to drain out. The aft cabin was relatively intact, but there had been water in the lockers under the bunks.

Cruzan Lady had also been dismasted, and her heavy-duty bowsprit bent up at a 45 degree angle! It's hard to imagine that she can be salvaged.

I feel really sad for St. Croix. Cruzan Lady can be replaced, but St. Croix has spent more than a decade trying to live down the bad reputation it had gotten as a result of *The New York Times'* unfair coverage of the Fountain Valley murders. Because of Hugo and the subsequent looting, I'm afraid the clock has been set back 15 years or more.

During the last three years, St. Croix had been experiencing a major real estate boom, with homes, hotels and resorts going up at a rapid pace. Rock Resorts had residential lots overlooking Carambola Resort selling for \$300,000. Now you could

**A 'salvor' removes a winch from a destroyed trimaran in St. Croix.**



COLIN GOULD



# TALES FROM



COLIN GOULD

probably buy one for \$30,000 — maybe even \$3,000!

It will take a long time for St. Croix to get basic services like water and power going again. But St. Croix is part of the 'America's Paradise' and I hope people in the rest of the United States will continue to visit.

As for myself, I recently did a charter with a gentleman who is thinking about buying a charter yacht in the Caribbean. I'm ready to go back and be his captain.

— colin b. gould

## **Surviving Onboard At Culebra**

Bob Cockerham and Mary Gamble worked in the Silicon Valley in 1987, saving money in order to continue cruising the Bahamas and Caribbean aboard Moon Lady, their 41-ft Sea Tiger ketch. Having been one of many boats damaged by a errant freighter in Puerto Plata, Mary and Bob thought their troubles were behind them. With over 300 other boats, they sought shelter from Hugo in Culebra. This is the story of their survival:

**F**or the first and only time, here's a xeroxed letter from Hugo-land. The hurricane, which hit two weeks ago today on my birthday, was such a total terror that we can only write about it once. We haven't yet gotten a night's sleep without it coming back.

Were among the 300 boats to take shelter in the little island of Culebra, considered by many to be the best hurricane hole in the Caribbean. Still, 200 boats were sunk or driven ashore by Hugo and only six escaped without any damage. We had 12 hours of hurricane force winds, from 9 pm. to 9 am, and the anemometer at the airport blew apart at 200 knots! Our barometer went off the scale.

When Hugo arrived, he slowed to 8 knots of forward speed and seemed to linger forever. The eye went directly over us and the 'wall' of wind on either side of it was beyond belief. Visibility was nil.

We were side-tied to the mangroves: six lines and lots of chafe guards. The mangroves look smooth but cut one-inch lines as though they were butter. If we're

*Above left; the remains of John White's Ericson 35. Above right; a horrible nautical street scene on St. Croix.*

ever in this situation again, 'we'll chain Moon Lady to the mangroves. We set four anchors out to starboard to keep us off the mangroves. These included two 65-lb CQR's, a big Danforth and 'Killer' the storm anchor.

We took the first half of Hugo on the stern with little fetch. We took the rest on the bow, with what appeared to me to be 700-foot waves. Bob went out every hour to readjust lines and add more chafe gear. Reinforced water hose is the answer. He was hampered on, of course, and crawled around due to the force of the wind. Our boat certainly would have been lost had Bob not gone outside to check and protect the lines.

At one point we were holding four boats with just our bow anchor. They all smashed into each other, but not us.

The cries for help coming over the VHF radio were even worse than the sound of the wind. Boats were calling 'MAYDAY' with no possibility of assistance: An older couple whose bowsprit-impaled boat was being pushed sideways to shore. A boat being speared by another boat's mast! A skipper screaming that he'd just cut another boat in half and that people were in the water. People standing on their cabin sides transmitting until the batteries went under. It was total chaos!

With no lights ashore and zero visibility, nobody could tell where they were going ashore or sinking. One skipper thought a house was dragging down on him!

By mid-morning on the 18th, boats were almost matter-of-factly announcing that they were going down or ashore. Two hundred boats! Fortunately, only one mariner lost her life in Culebra. Drawing 10 feet, Fly Away's skipper couldn't get the 80-ft schooner in where there was good protection. With the boat splintering, the woman removed her lifejacket to get through the thick mangroves, but was caught by a big wave. Another friend of ours looked for three days before he found a small chunk of his 40-foot boat.

Like most cruisers, we were "self-insured", having tried for three years to find a company to write insurance for a 14-year old boat at less than a zillion dollars a year. At the last boat show we were unable to get any quotes.

The government, which has made lots of promises but given little help, thinks we're recreational boaters!!! But how many of us worked two and three jobs to save enough to pursue a lifestyle dedicated to adventure and self-reliance? No, we don't fit into a mold, but we take care of each other. My parents have sent us a most generous check to help those in need. Yea, Mom & Dad!

Bob and I 'sleep' on the boat, but haven't gotten her back together yet. We go shore each morning to do manual labor such as lugging salvage, dragging for anchors and even planting trees. We return exhausted at dusk, hoping we're tired enough to sleep the night through. But it doesn't work. When we look out, the terror is still there: boats ashore and houses demolished. So don't ask about our sailing plans because we're not looking ahead yet. But be assured, we're not going back to Florida.

Please say a prayer of thanks for those who made it and kiss every mangrove you see. We'll be working on our own boat repairs for a while. There's nothing we can't fix ourselves, although the FEMA (Federal Emergency Management Agency) survey says we have \$16,000 in damage to our boat. We were very lucky, especially to have a captain brave, smart and prepared enough to keep us afloat.

— bob & mary

Readers — Bob & Mary's letter was forwarded to us by Robert and Dana Bundy of Santa Monica, a couple that knows something about having a boat destroyed in a storm. Their Hans Christian 36 Dans'l was thrown up on the beach and destroyed by the Cabo storm of 1982. The Bundys went on to buy a Niagara 35 and sail 10,000 miles along the East Coast and in the Caribbean, which is when they met Bob and Mary of Moon Lady.

Robert Bundy says the one thing he

# HORRIBLE HUGO

JOHN WHITE



learned from the loss of his boat in Cabo, which was anchored close to shore with her engine taken down for repairs, was "never to go to bed without the boat being ready to sail". It's something he lived by on their last cruise, and will live by again when they take off for another East Coast and Caribbean cruise next year.

## Dreams Crushed In Culebra

John White and his girlfriend Maxine left San Francisco last year for the Virgin Islands aboard his Ericson 35 Harmony. He's currently back in the Bay Area where he just made an offer on a replacement boat. This is his story.

Once we arrived in the Virgin Islands, we thought the hard part was over. Boy were we wrong!

Shortly before Hugo hit, I had left St. Thomas for a visit back to the Bay Area. I left *Harmony* in the hands of a competent sailor who, with the approach of Hugo, took *Harmony* to Culebra — just as I and many of our friends had done for hurricanes Dean and Gabriella.

The day after Hugo hit, the only direct word I was able to get on the situation was from Marianne, who like me is from Perth, and who had sailed with me from Galveston. She had been aboard an Irwin 68 that successfully rode out the hurricane at Soper's Hole, Tortola. Lucky to be alive, she had no news of my boat.

After three days of trying to get through, Virgin Islands Radio advised that *Harmony* was reported floating and that the skipper Jesse was fine as well. Yeah! We started celebrating in San Francisco, even though we had no idea who Jesse was. The next day V.I. Radio reported that there were two *Harmonys* in Culebra; Jesse's Cape Dory 28 was o.k., my Ericson 35 was yet to be found. When V.I. Radio advised that at least 70% of the boats in Culebra hadn't made it, we realized that the only way to find out about our boat would be to fly down.

My girlfriend Maxine and I weren't able to book a flight for another couple of days, and during the time we loaded up

Above left; one boat imbedded in another was a common sight. Above right; scores of boats were knocked off their cradles.

with what we thought would be the necessary supplies: Food, wine, Jose Cuervo, underwater epoxy and glass roving. With six bags packed, we boarded the plane to learn the fate of our boat, our home.

Arriving in San Juan, the first marina we visited was the northeastern coastal port of Fajardo. Ville Marine there was totally devastated, with boats stacked on top of each other, boats sunk in their slips, and steel beams blocking roads. Warren, an Aussie friend of mine who skippers the Ocean 62 *No Bounds*, spent the hurricane in a concrete head. Luckily his boat came out all right.

That afternoon we caught a ferry taking supplies to nearby Culebra. The first acquaintance we met was Bob Law of Southern California. From the look on his face, he was not having a good time. It was now a week after Hugo and everyone was walking around in a daze. As we walked through the little town of Dewey, we saw more boats thrown up on land than were left in the bay. The small drawbridge had five boats jammed beneath it.

'Cruzan Lady' and a companion. Boats hitting other boats caused extensive damage.



COLIN GOULD

Boats were piled up on every road surrounding the bay. Army and Navy personnel did clean-up while engineers worked to clear the roads. I did a double-take when I saw groups of New York Police with their vehicles — had they taken a wrong turn at the Brooklyn Bridge?

An hour later we had made our way to Fulladora Bay, where *Harmony* had last been seen. We discovered what was left of her some 30 feet up in the mangroves. She was laying on her port side with a 45-ft trawler crushing her entire starboard side. All our work and effort destroyed!!!

Our mood deteriorated from sad to mad when we discovered that the things that weren't trashed had been looted: the stereo, television, binoculars, sextant, personal belongings and souvenirs. It really sucked!

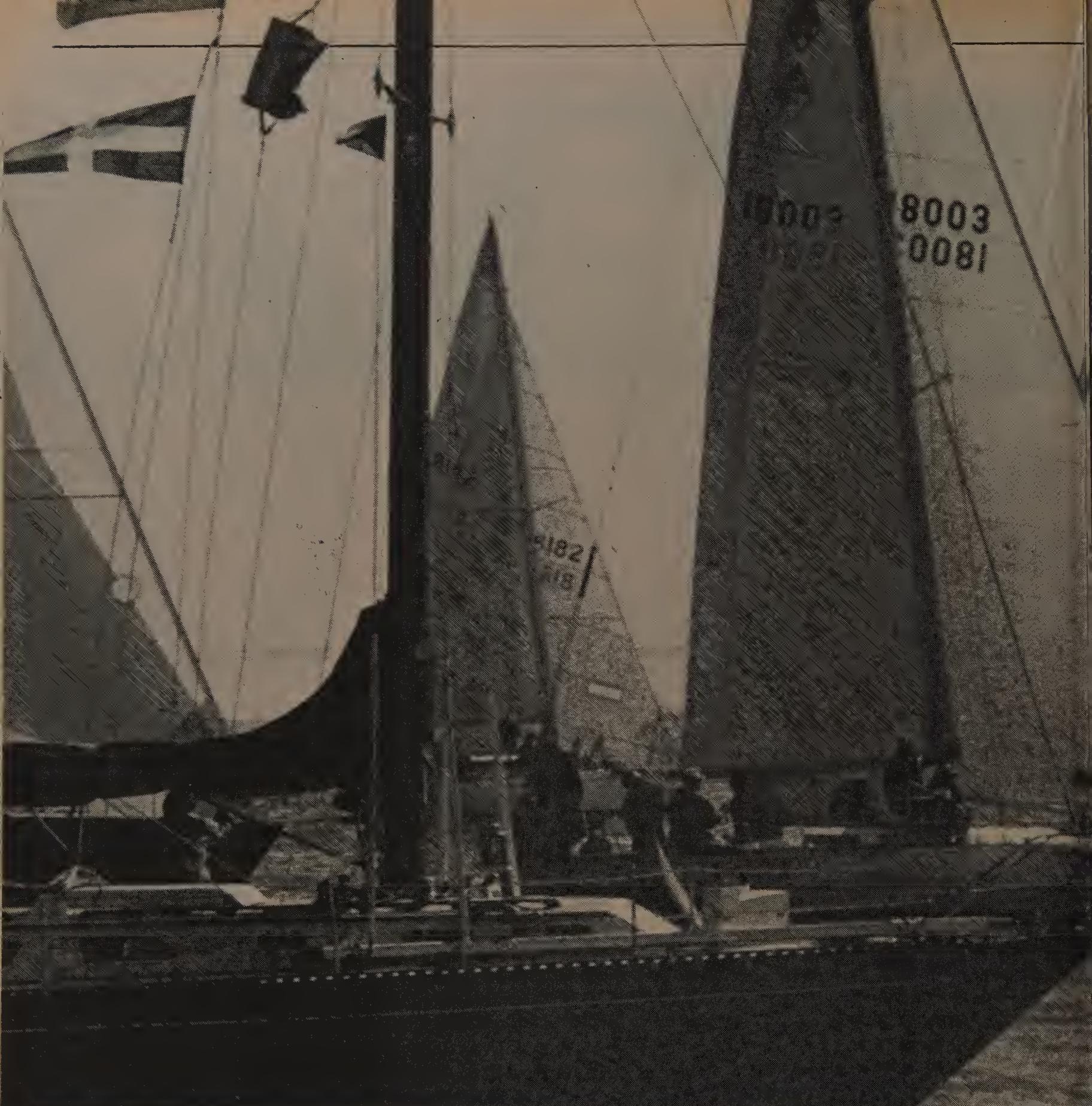
We were fortunate to be close to Club Seabourne, one of three shelters set up on the island for mariners. The generosity of managers Hanz and Anne made our stay and that of 30 others both comfortable and safe. Many of the friends we made there had come out a lot worse than us. They welcomed the food, drink, clothing, candles, batteries, flashlights and toothbrushes — although they still had a 'What happened?' look on their faces.

During the day we tried to remove what was left of our personal belongings, but the heat and mosquitos so tried our patience that we didn't last long. *Harmony* was insured with Club Marine, an Aussie company, through Westmar of Stockton. My contact person in Fajardo was Ed Geary, who had been all over the Virgins and Guadalupe surveying boats. He told us it had been totally depressing.

A week down there was long enough for us. We're back in the Bay Area, having made an offer on a replacement boat, being told our settlement will be ready in a day or two. We hope to start out for the Virgins again soon; I think we can make it there by April. I'm sure there's going to be plenty of work.

Where do we plan to spend next hurricane season? About 200 miles up the Amazon!

—john white



"Welcome back, my friends, to the show that never ends; We're so glad you could attend; Come inside, come inside..."

— Emerson, Lake and Palmer

Indeed, welcome back to the show that never ends — the seemingly non-stop parade of winning yachtsmen on San Francisco Bay. That's right, folks — it's Winner Time again, and all you cruisers and non-Bay Area types have our reluctant permission to skip the next few pages. But, if you will, stick around and

meet our first crop of season champions. We enjoyed meeting them; maybe you will, too.

This month's "harvest" of winners comes from the handicap classes on the Bay; next month, we'll check in on a dozen or so ODCA (one-design) heroes; and the month after that, we'll profile ocean and dinghy champs, as well as any other category of winners that we might have missed. It's our way of recognizing the skippers and crews of boats that distinguished themselves on San Francisco Bay, certainly one of the more varsity playgrounds in the world of yacht

racing. Our congratulations to anyone whose picture or name appears in the following pages!

#### PHRF

The backbone of handicap racing on the Bay continues to be PHRF racing under the auspices of the Handicap Divisions Association (HDA), the umbrella organization that also supports ODCA, WBRA, OYRA and IMRDA. This year 74 boats, ranging in size from the Farr 48 Sangvind to the Rhodes 19 Big Wow, raced in five divisions — down

# SEASON CHAMPIONS, PART I



precipitously from 95 boats in '88 and 147 in '87.

HDA isn't exactly a paragon of health these days, but the numbers, according to Bob Halem, the current president of HDA, are a bit deceiving: "A lot of boats signed up on a one-time basis, like for the Vallejo Race, rather than the whole season. It's not quite as bad as it looks." Recognizing, however, that HDA racing is losing entries to one-design racing and/or a burgeoning schedule of special events, the HDA muckety-mucks are planning two major format changes: more two-race days (long overdue, we figure) and a second half kick-off event tentatively slated to start on the Circle, go out the Gate to Pt. Bonita, and then finish up in the Estuary. Naturally, there'll be a big party on Saturday night, and maybe even some "Estuary sprints" the next day.

"We're open to suggestions," says Halem, who can be reached at (408) 256-4684.

*"Jose Cuervo"* port tacks the fleet at the start of the third race of the Yankee Cup. She went on to win the regatta; see "The Racing Sheet".

## IMS

The alternative to the sometimes whimsical PHRF handicap system used to be the IOR rule. However, with the exception of the Big Boat Series, that system is gone with the wind. IMS, the International Measurement System, rushed in to fill the void, and the Bay Area is currently blessed with two different strains of that rule to chose from: HDA's version for production boats and the International Measurement Rules Division Association's (IMRDA) version for custom boats, mainly aging IOR designs that didn't conform with the 'optional regulations'.

Maybe "blessed" isn't the right choice of words. Neither group fielded many starters this summer despite the 80-odd valid IMS certificates held by boats on the Bay. If

anything, it seems to us that interest in an IMS or IMRDA season championship is waning as the two factions continue to squabble instead of unite. In addition to the big problem (how to attract more boats), both groups are faced with a myriad of small ones (getting results out; how to apply the wind strengths, etc.).

"The HDA/IMS people are pissed at IMRDA and vice versa," says John Clouser, owner of Wildfire. "Everyone's pointing fingers, passing the buck and waving their own flag. Each side is trying to win the battle — but we're all losing the war. Some one's got to say that the Emperor — IMS — has no clothes. In fact, he's freezing to death!"

Let's hope the IMS folks get (it) together in the coming year. For the whole story, call Dave Liggett of HDA/IMS at (408) 867-7998, or IMRDA's Paul Altman at 632-7461.

Meanwhile, on with the show!

— latitude/rkm

# HDA/IMS/IMRDA

## HDA — H Serendipity 43 *Corsair*



**Craig Brown**  
Sausalito YC

Sausalito lawyer Craig Brown began sailing at age 16 in Newport Beach — back when his first love was auto racing. But after "shunting" (motor sports jargon for broaching) off a race track at 170 mph, he decided to look for a safer sport. He bought *Rainbow*, an Ericson 35, in 1979 and campaigned her actively before moving up to his 1980 Serendipity 43 *Corsair* (ex-*America*) last year.

"It's been a lot of work restoring *Corsair* to a competitive edge, but so far it's been a fun project," says Brown, a staff commodore of the Sausalito YC. He's repainted the hull and the formerly red mast, bought five new sails, and upgraded much of the deck equipment. "We're about 60% done," he says.

"The highlight of our HDA season was beating 14 boats in the Vallejo Race," says Craig. "The class went downhill from there, coming down to a match race between us and *Sangvind*." Other summer highlights included sailing in the Big Boat Series and earning the right to represent Area C in the upcoming USYRU Offshore Championship (see Race Notes). This winter, Brown hopes to sail *Corsair* in the Mexican race circuit.

Brown's young crew ("We have so many college kids on board, my wife Gail calls the boat 'the school bus'") includes his 19-year-old daughter Lara, Tracy Bell, Sam Bon, Dan Brousseau, Ren Calderhead, Don Chandler, John Collins, P.J. Cosgrove, Michael Farrell, Tracy Flieder, Jeff Johnson, Steve Marsh, and Wayne Moskow.

2) *Sangvind*, Farr 48, Robert Jensen, RYC; 3) *Humboldt Pie*, Humboldt 30, Gilbert Sloan, IYC. (12 boats)

## HDA — J Catalina 38 *Harp*



**Mike Mannix**  
Island YC

Mike Mannix, a planner for the Navy in Alameda, learned to sail in college, but only really got involved in the sport seven years ago. After chartering a bunch of boats, including Catalina 25s and 30s, he bought his first and, so far, only yacht — a 1983 Catalina 38 ("I found her through an ad in *Latitude*," he says). He renamed the boat *Harp* — some kind of reference to the Irish flag — and hit the race course.

That was four and a half years ago. "We got clobbered at first," laughs Mike. "We raced one-design in 1986, and I think we came in last every time!" Mannix entered *Harp* in HDA when the Catalina 38 fleet fell apart, and steadily improved. After coming in second in '88, he finally won the championship this year. It was close though, coming down to a tense winner-take-all scenario in the finale against *Glory Days*.

"This was our best year yet," Mike claimed of his hectic 40-race schedule, which included midwinters, beer can and double-handed races. *Harp*'s "varsity" crew — most have whom have gone up the HDA ladder with Mannix — were Rhys McDonald, Mary Lucas, Dennis Minnick, Mari McQuitty, Jim Bailey, Mike and Diane Clayter, Joe Coop and Mike Hickey. "They're great!" says Mike.

Oh, about the picture: Mannix declined to be photographed individually, claiming that sailing's a team sport. "Stick a picture of the boat in there instead," he requested. We were going to, but...

2) *Glory Days*, Pretorian 35, Andy Rothman, EYC; 3) *Gammon*, Tartan Ten, Randy Broman, SCC. (19 boats)

## HDA — K Lapworth 39 *Sonata*



**Weaver(l)/Lockwood(r)**  
Richmond YC

"Frank and I have enjoyed a long, happy relationship," says Donn Weaver of his partnership with Frank Lockwood in owning, racing and maintaining *Sonata*, their classic 32-year-old Lapworth-designed racer/cruiser. Lockwood has owned *Sonata* for 20 years; Weaver crewed on the boat for a decade before becoming a co-owner ten years ago. Donn starts the boat ("He's a lot better at it than me," admits Frank) and usually sails the first leg. After that, the duo — both architects by profession, though Lockwood recently retired — trades off the helm.

"Obviously, she's no sled!" laughs Weaver of their 18,200-pound woodie. "We tend to do well in the windier first half of the summer, and then just try to hang on in the second half." Lockwood adds, "We just slogged on through the season; there was nothing particularly exciting about it. We made our share of mistakes, but then so did everyone else!"

The partners obviously have figured out the winning formula, as this is *Sonata*'s third championship in the last five years. Their regular crew includes Rick Randall, Mark Block, Elmo Moorehead, Susanne Olson and Vern Zwoleff.

"She's got a lot of character," says Frank of *Sonata*. "Sure, there's a lot of upkeep involved, but it's all worth it." Will they be back next year? "Of course! We may even buy some new sails," claims Donn. "We're going to give it hell again!"

2) *Ouessant*, Farallon Clipper, Frank Eugene Buck, CYC; 3) *Severn*, Annapolis 44, Ryle Radke, SFYC. (11 boats)

LATITUDE/ROB  
LATITUDE/JRK

# SEASON CHAMPIONS

HDA — L  
C&C 30  
*Crinan*



COURTESY BILL WEST

**Bill West**  
Encinal YC

"Our record suggests we're slow learners," laughs Bill West, whose distinctive baby blue C&C 30 *Crinan* has been an institution in HDA-L since 1976. After countless second and third place season finishes, West finally won the class in 1988. Apparently, once you've learned to win, you don't forget how: this year, *Crinan* blitzed this large HDA division with five firsts, a second and a third.

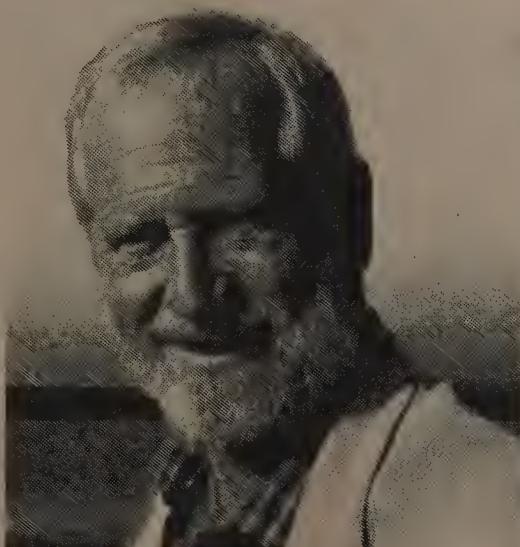
"Our division may not be high-tech, but it's evenly matched racing among boats of the same vintage," says Bill, an orthopedic surgeon in San Leandro. "It's a pleasure to sail against this group." West, however, cut the last two races of the season after wrapping up the division title early: "We were looking for new horizons, so we tried a few races under IMS." He came away with "mixed emotions" about the new rule, feeling mostly that the racing was "too spread out."

The highlight of West's summer was winning his division in the Vallejo Race, when HDA-L fielded the second largest turnout of any of the 38 divisions. Part of the winning formula, says Bill, is a good crew, and he singled out two *Crinan* regulars in particular — trimmer Bill Nielsen and tactician Brian Dunn — for making each race.

West, who grew up sailing in Seattle and owned Snipes and a Santana 22 prior to *Crinan*, is looking forward to the EYC Jack Frost Series as his next challenge. However, he says, "With our cut-down main, we tend to suffer a bit in the winter."

2) Intrepid Fox, Cal 3-34, Ken Richards, CSC;  
3) Obsessed, Santana 30, Larry Gibbs, VYC. (15  
boats)

HDA — M  
Islander 28  
*Jose Cuervo*



LATITUDE/ROB

**Sam Hock**  
Sausalito YC

Sam Hock makes no bones about it: he'd rather sail one design. He was a fixture in the Islander 28 ODCA class for nine years, skippering *Windshadow* to two championships in the early '80s and then his own *Jose Cuervo* ("My favorite drink!") to the last three championships in a row. When the class failed to qualify for a one-design start this year, Sam reluctantly turned to HDA racing.

It was an brilliant debut, as Hock — a Sausalito real estate agent and director of the Sausalito YC — not only won his handicap class, but the 1989 Yankee Cup as well. In the process, he displaced four-time HDA-M winner *Dulcinea*, no easy feat. "It was really close, and it all came down to the last race," recalls Sam. "They rate 210 to our 204, so whoever took the start usually won."

Handicap racing, he says, presented a whole new challenge from one-design: "We were constantly checking the times on other boats to know whether to sail all-out or more conservatively." Sam's talented "family crew" included his daughter Stephanie, her husband Mike Magruder, Rob Hutchinson, Mike Hanlon and the occasional sixth person for Cityfront bashes.

Hock grew up sailing in Sausalito. His first big boat was an Alden 40 cutter which he owned 25 years ago. He was boatless for 15 years after that, crewing mainly with Bruce Easom on *Champagne* as well as on big boats like *Zamazaan*. He bought his 1976 Islander 28 ("A great boat!") five years ago.

2) *Dulcinea*, Killer Whale, Mike Mathiasen/Bill Pritchard, IYC; 3) *Nebilina*, Cal 28, Neil Mosher/Hans Carter, CSC. (17 boats)

IMS — I  
Frers F-3  
*Surefire*



COURTESY CARTER BROS.

**Matt (l) & Jon (r) Carter**  
Encinal YC

Brothers Jon and Matt Carter, ages 28 and 30 respectively, are easily the youngest HDA winners this year. They're relatively new to racing, too: Jon, an electrical engineer, and Matt, a contractor, jumped into the sport only three and a half years ago, when they bought a Catalina 30 called *Imua*. "We got our butts kicked in the beginning, but then won the second half," recalls Jon.

They quickly moved up to the 36-foot *Surefire*, a 1983 Canadian-built Frers F-3. "We've raced, practiced or worked on the boat virtually every weekend since we bought her two years ago," says Matt. This year, their dedication paid off as they nipped last year's winner, *Jackrabbit*, by the slimmest of margins. "It couldn't have been any closer," allowed Jon, who figures the IMS rule must be working pretty well. "We won one race by 1 second, another by 7 seconds and one more by 13 seconds. In the end, we tied for the season, but won on the tiebreaker."

Jon usually starts *Surefire* and sails upwind; Matt drives downwind. They switch off as tactician. Their crew this year included Mike Clark, Eric Rehn, Rich Debeau, Mike McCarthy, Bernard Saggese and John Slade.

"We're both completely hooked on racing," says Jon. "Our dream is to one day own a completely stripped out custom racing boat." In the meantime, the brothers have other things on their mind — they both live in hard-hit Los Gatos, and are busy "shoveling the rubble out of our houses."

2) *Jackrabbit*, Islander 40, Dave Liggett, Los Gatos YC; 3) *Tres Equis*, Beneteau 35, Rick Lowrey, SYC. (10 boats)

# HDA/IMS/IMRDA SEASON CHAMPIONS

**IMS — II**  
**Olson 25**  
**Pearl**



LATITUDE/ROB

**Bill Riley**  
**Sausalito YC**

Bill Riley's *Pearl* has been the terror of the Olson 25 fleet since 1984, winning their YRA one-design championship the last four years in a row. For the last two seasons, the O-25s have raced inside the framework of IMS-II, and *Pearl* has won that title both years as well. And, once again, Riley and his gang (Greg Palmer, Chuck Mellor, Sandy McGehee, Pete Caras and Jeff Gething) didn't just win — they annihilated the competition with a perfect score after the two throwouts.

"Sailing's a team sport," says the ever-modest Riley. "I'd say we won because we've got the most experienced regular crew. *Honey's Money*, *Fast Freddy* and *Vivace* all had their moments of brilliance though." Bill, who owns a children's clothing store in Mill Valley, neglected to mention that he's campaigned racing boats for over 25 years.

About the only race Riley didn't win this summer was the Olson 25 Nationals at Huntington Lake, where *Pearl* placed second to *Fast Freddy*. *Pearl*'s 1989 victory list includes winning the grueling South Tower Race for the second time, winning both halves of the SYC beer can series (Palmer and Mellor each drove a half, with Riley crewing for them), and winning the IMS portion of the 1989 Yankee Cup.

Riley keeps fresh by "not entering too many midwinter races", preferring instead to ski or hike from his cabin in the Sierras. He also enjoyed cruising with the Sausalito YC for two weeks in Yugoslavia in October.

2) *Wave Train*, Olson 911S, Rick Caskey, BYC; 3) *Blue Lou*, Pearson 10M, W. Featherstone, SMYC. (13 boats)

**IMRDA — I**  
**Farr 36**  
**Petard**



LATITUDE/ROB

**Keith Buck**  
**Corinthian YC**

Keith Buck had another successful summer with his 1976 New Zealand-built Farr 36 *Petard*, winning the IMRDA-I title and coming in second overall in the IMRDA ocean series behind *Wave Runner*. The Bay racing was scored simultaneously under IOR, which *Petard* won as well. Another highlight was coming in second in class in "Son of Stone Cup", which Buck claimed was the best IMS regatta of the year.

The cleverly named *Petard* (look it up) was faster than ever, thanks to some new sails and a new lighter, elliptical Bcb Smith-designed rudder. A talented crew (Andy Newell, Mike Lindsborg, Marvin Burke, Tom Kunich, Anne Lippi, Katherine Krasnow and Karen Read) also figured in the winning season, says Buck, an engineer who develops medical devices in Berkeley ("I work two blocks from the boat, and often go down there for a 'sanity break.'")

So why isn't Buck happier? "It was a little lonely out there," he said of the ill-attended IMRDA racing. "IMS isn't catching on as fast as we had hoped. Something better happen soon — maybe IMS and IMRDA will join forces next year."

When not racing, Buck enjoys cruising — but not on *Petard*. In the summer of 1988, he and his older brother Gene, who races his Farallon Clipper *Ouessant* in HDA-K, spent three months sailing around French Polynesia on the charter boat they co-owned. "But that's another story," laughs Keith.

2) *Sunday Punch*, Express 34, Art Ball, IYC; 3) *Jazz*, Beneteau One Ton, Rod & Malcolm Park, RYC. (9 boats)

**IMRDA — II**  
**Wylie 34**  
**Annalise**



LATITUDE/ROB

**Paul Altman**  
**Island YC**

After owning *Anonymous*, an Islander 30, and *Predator*, a Hawkfarm, Paul Altman moved up to his modified Wylie 34 *Annalise* (ex-Pegasus) five years ago. He's appeared regularly in our annual winner's profiles since then — in fact, one of the major challenges we face each year is trying to get Paul to smile for the camera. This year, we finally succeeded.

Altman, a partner in a San Leandro printing and box-making company, had reason to smile: after throwouts (he missed two races due to engine problems), Paul won every race in IMRDA-II. "It wasn't exactly highly competitive though," he conceded. As usual, Altman also raced in the ocean series, where he ended up third overall behind *Wave Runner* and *Petard*. Somehow, he also found time to enter some special events ("The Jazz Cup was great!"), as well as take *Annalise* on a ten-day Delta cruise with his yacht club.

"We got a new #1 and an Orcon spinnaker this year," says Paul. "Aside from that, not much is new." He admits, however, that he is still puzzling over why his IMS rating came back so bad, and he's pondering ways to improve it.

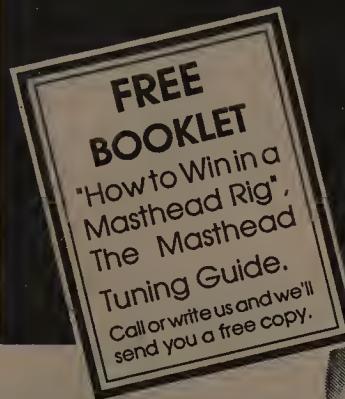
One of the most memorable moments of his summer was sailing the two-day Drake's Bay Race singlehanded. "I was a little short on crew; no one wanted to go!" he laughed. Normally, Paul sails with his wife Ann (who does runners), Rich Fisher, John Thomas, Brock Parsons, and Ron Landmann.

2) *Wildfire*, Ranger 37 mod., John Clouser, BYC;  
3) *Magic*, Wylie 34, Malcolm & Jim Gregory, RYC. (7 boats)

# SHORE SAILS

WINTER DISCOUNTS  
NOW IN EFFECT

Call For Details



SHORE SAILS  
1 Harbor Way South  
Richmond, CA  
94807  
(415) 234-9047



## Martinez Marine Hardware

Your Contra Costa and Delta Source  
for

Larsen Sails

Boating Videos & Books  
Stainless Steel & Silicon Bronze  
Fasteners & Fittings  
NOAA Charts

Call Arlene and Greg Davidson at:

**(415) 372-7579**

3811 Alhambra Ave. • Martinez, CA

New  
Inventory  
New Location  
New Owners



— VISIT US THIS —  
**CHRISTMAS**

*San Francisco's Finest Selection  
Of Maritime Books And Gifts . . .*

- |  |   |  |
|--|---|--|
|  | Maritime History, Sailing, Boatbuilding<br>Sea Literature, Navigation |  |
|  | Cruising and Much More  |  |
|  | Posters, Calendars, Cards   |  |
|  | Ship Model Kits   |  |
|  | Gift Certificates   |  |
|  | Children's Books & Toys   |  |

OPEN DAILY 10-5

AT HYDE STREET PIER  
Foot Of Hyde At Jefferson Street  
San Francisco

**(415) 775-BOOK**

# MAX EBB —

The last time I bought a kite, it cost 10 cents, plus another 15 cents for the roll of cotton string. It consisted of two wooden sticks, a staple and a piece of brightly colored paper with some string at the corners. Of course, I had to talk my mother out of an old piece of linen to make the tail, and then

"Kitesailing, Max! It's the hottest development in high-speed sailing since the windsurfer."

wait for something approaching force five wind conditions to get the thing to fly. I was pretty good at it back then, but I can still feel the rope burns from that string.

These are some of the thoughts that came back in a flash of nostalgia as I gazed across the display racks in my local kite shop. I had stopped in for a kite for my nephew, expecting to find something maybe a little more flashy and maneuverable than the dime-store variety I grew up with. But I was totally unprepared for the array of high-aspect ratio wings, camber-controlled foils, "ram air" inflated para-sails — even kevlar strings!

"Can I help you?" said a salesperson who looked like she would be more at home selling corporate financial services than kites.

ALL PHOTOS COURTESY WILLIAM ROESLER

thesis topics to keep a university engineering department running for years."

"Actually, it's the other way around," she

said. "That one over there was developed at Cal Tech, and this one was designed by an M.I.T. professor. What kind of kiting are you into?"

"I was looking for a controllable kite," I said cautiously, trying hard to conceal my total ignorance of the modern kite-flying world.

"This is the stunt kite section," she

"Uh, do you have anything more, well, entry level?" I asked.

"This modified Rogallo configuration is a good performer," she said.

The price tag was \$35. I picked up the assembled display model and cast a phony experienced eye over the trim of the delta wings.

"Even for a small kite," she continued, directing my attention at another rack of display shelves, "we recommend Spectra 1000 string."

The spools of Spectra kite string that first caught my eye were marked \$26 each. I was relieved to discover that the kevlar alternative was a dollar cheaper.

"That's a couple of sizes up from what you'll need," she said, reading my mind. "You can buy the control handles, string and spool all in one package if you prefer."

"Thanks for your help," was all I could manage. "I think I'll just browse around for a while."

The salesperson returned to her cash register at the front of the store, and I walked over to where the more conventional, single-line decorative kites were arranged. There were biplanes, clipper ships, dragons and a number of box kites, but my old friend, the two-sticks-and-paper model, was nowhere to be seen. I picked up a \$15 box kite, but then changed my mind again. No, it had to be controllable to be any fun. Returning to

answered, trying equally hard not to be too condescending. "These are the two-string models, and we have some new quads over here. Here's one of our most popular kites."

I glanced at the price tag on the kite, and my lower jaw lost some buoyancy despite my best efforts at a poker face.

"Well, I don't know," I joked. "Seems to me like the aerodynamics applications on display here could provide enough doctoral

# GO FLY A KITE

the stunt kite section, I settled on a luminescent color, then selected over \$59 worth of kite string and required accessories. It was 10 times what I expected to spend, but what the hell, you only live once.

shop?" I mean, I thought that was your car in the parking lot, but I'd expect to find you in the chandlery down the street."

"Just buying a kite, Lee. How are you today?"

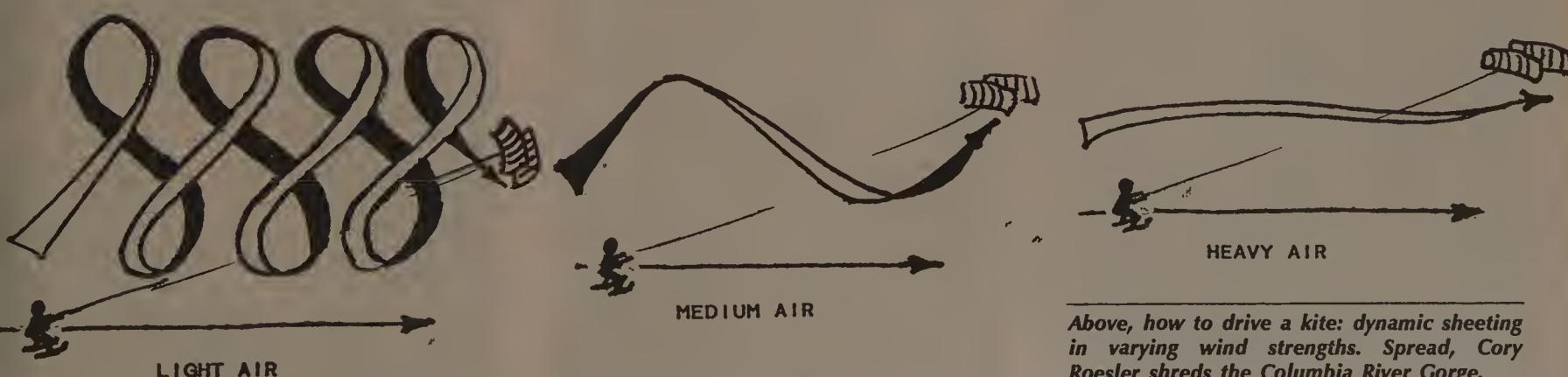
"Max, I'm like stoked. You wouldn't believe what's happening with speed sailing these days. I mean there's this guy with waterskis and a stack of Flexifoils, and he's the fastest thing on water downwind in a breeze. He beat 190 world-class sailboards at

in high-speed sailing since the windsurfer, and you can do it with off-the-shelf components. I just spent the weekend at this year's Ancient Interface conference, and learned some amazing things."

"Ancient Interface?" I repeated. "What's that, a series of lectures about Greek and Roman computer software?"

"No way, dork-head! It's also called the 'International Conference on Sailing Technology,' but that's sort of a mouthful. They've been having it almost every year for 20 years now, and I'm surprised you're not on their mailing list. Lots of good stuff for sailing techies — the proceedings they publish are required reading. Anyway, one of the most interesting presentations this year was by the people who are doing the most advanced kitesailing — using waterskis!"

As I walked back to the register, I saw someone who looked vaguely familiar locking her bike to a parking meter in front of the store. No, it couldn't be. What would Lee Helm be doing in a kite shop? She'd be



much more likely to be hanging out at the sailboard shop up the street.

"Max!" she said as she walked in the door. "What on earth are you doing in a kite

the Columbia River Gorge last July — even though it was unofficial, since he missed the finish marks."

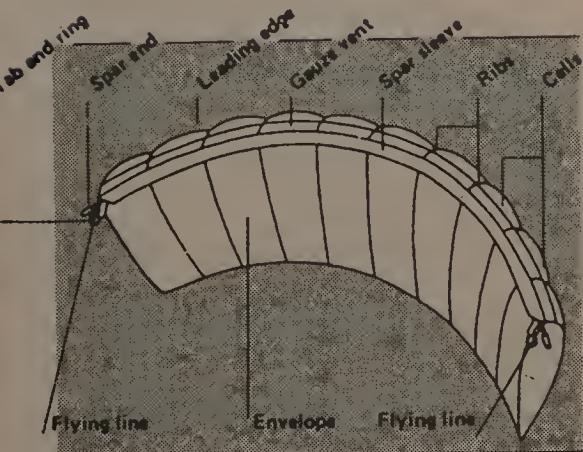
"What are you talking about, Lee? Slow down and explain some of this."

"Kitesailing! It's the hottest development

Above, how to drive a kite: dynamic sheeting in varying wind strengths. Spread, Cory Roesler shreds the Columbia River Gorge.

"No hull? Just a kite and waterskis?" I dimly remembered an illustration in *Scientific American* many years ago. It showed a para-sail type soft wing tethered to a fully-submerged hydrofoil, with a pod suspended just above the surface for the operator. It

# MAX EBB —



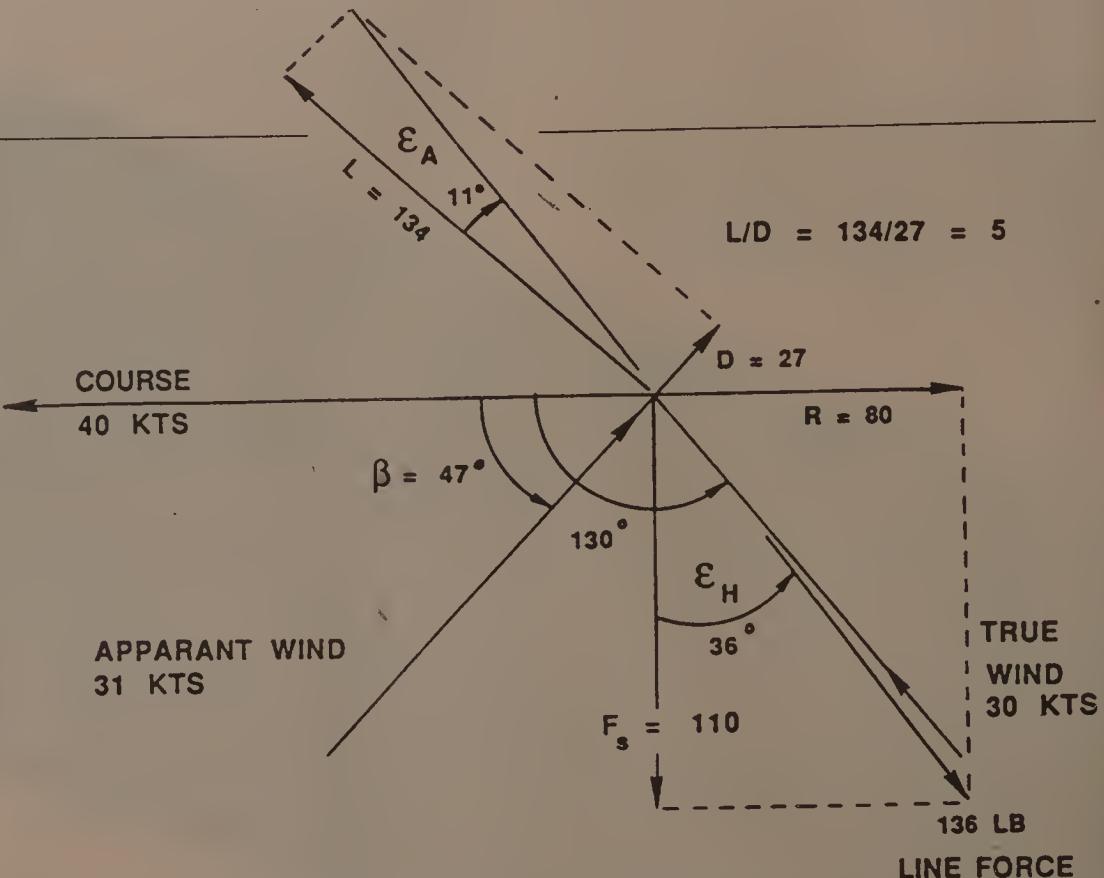
The Flexifoil Power Kite.

struck me at the time as the ultimate sailing machine for purists. "Kite sailing's been around for a while, hasn't it?" I said. "The ones I've heard about never seem to do anything worth mentioning in terms of performance."

"The classic literature is full of proposals for static kite rigs, and for sure, the results are unimpressive. But with a stunt kite, you can generate enormous forces with a very small sail area. They call it dynamic sheeting, and..."

"I thought dynamic sheeting was all but illegal under the new rules," I interjected. "Now it's only one pump per wave, and you have to use the last part of the mainsheet."

"No, Max, that's like totally irrelevant. We're talking about speed ratios of five to one. You see, the kite can travel a much longer path through the air than the boat. So where a sail attached to the boat might see apparent wind of, say 15 knots, the kite can loop and turn so that it's moving at more than 75 knots through the air. That's 25 times



*Tech stuff: A vector diagram for 40-knot boat speed, where true wind = 30 knots and kite L/D = 5. If you say so, Lee....*

say you're standing on land, flying a stack of kites in 15 knots of wind. Let's also say that you're flying the kites in a stationary position overhead, so that the wind is blowing over the kites at about 15 knots, producing about 10 pounds of lift."

"I'm with you so far, Lee."

"Good. That's the static case, which corresponds to the sails on a conventional boat with attached sails, or a sailboard. Now

figure-eights so the strings don't get tangled up. If the lift/drag ratio of the kites is five, which is typical for a good kite, then you can make the kite go five times as fast as the wind speed."

She paused for a second while I thought this over.

"I can draw you a vector diagram to show that..."

"That's okay!" I cut her off. "I'll accept that a good kite can loop around at five times the windspeed. I see those things zooming around in the park near the marina



as much force!"

"Twenty-five times? I'm lost, Lee. I flew a kite from an El Toro once, and all I could do was broad reach at about 1 knot. Rewind this one and run it by me again slower."

"Okay, Max. It's really very simple. Let's

Cory Roesler demonstrates staging (left), ignition (center) and blast off (right).

suppose we make this a stack of stunt kites, and instead of holding them in one place, you start doing fast loops — or actually

all the time.

"So the air is flowing over the kites at 75 knots instead of 15," said Lee. And the angle of attack stays essentially constant. Now, do you remember that aerodynamic lift and drag are proportional to speed squared? Remem-

# GO FLY A KITE

bet it could also be a great emergency system for sailing home after a dismasting, or maybe even propelling a liferaft."

"I don't know about the liferaft idea," said Lee. "Flying those kites is a lot of work, and takes a fair amount of skill. But there were some credible people at the conference who are convinced that kites will dominate the record speed runs in the near future, and they're also talking seriously about scaled-up versions for TransPac records."

"What kind of kite did you say they use?"

"The Flexifoil, which is made in England and available at any good kite shop. To ski in 15 knots of true wind requires a stack of three 10-foot span flexifoils, and 200 feet of 400 to 500-pound test Spectra line. You also need jumping type waterskis (because they have lots of planing area and almost no skeg). A standard sailboard harness is also helpful. A single kite needs more like 25 knots of wind. I know it sounds awfully far out now, Max, but just watch — in a few years you'll see more and more of these rigs out on the Bay."

I took a moment to contemplate her prediction. I imagined all the windsurfers darting around the Bay on a windy summer afternoon, and then mentally replaced each one with a waterskier attached to 200 feet of invisible line sweeping unpredictable arcs through space at 75 knots.

"There are some safety considerations," Lee added. "For one thing, if the kite hits the water, you're wiped out. The Flexifoil can't be water-started. And you can't paddle home on waterskis, either. Also, the string can be moving at up to 90 knots. I mean, we're talking serious injury if you hit someone with it."

All of a sudden those sailboards, the ones that I considered to be such a nuisance the last time I was tacking up the CityFront, seemed to represent the epitome of safety, consideration and good seamanship.

"Oh gods and goddesses of the seas," I muttered to myself, "please don't let this

*Cory from behind — the way most competitors see him. He's achieved 30+ knots with the rig. Is this wild or what?*

"Can you go upwind?"

"The people who are good at it can," she answered. "Although not nearly as well as a conventional sailboard. The waterskis aren't very good at resisting side force, and the kite loses its dynamic sheeting range as it points

ber 'one-half-rho-vee-squared'?"

One-half-rho-vee-squared did sound familiar, like a ceremonial chant that I remembered vaguely from my youth.

"Yes," I replied. "I agree that lift and drag are proportional to speed squared."

"So we now have 25 times as much lift! Or 250 pounds, to be exact, which is enough for a real snappy lift-off on waterskis!"

"How do you stop?"

"That's the awesome part of this, Max. By varying the size and speed of the loops, the sailor has complete control of the kite's airspeed. So you unload it by just parking it above you, and the lift drops back down to 10 pounds. It's like being able to reef and unreef instantly, over a sail area ratio of 25 to 1!"

She was silent for a minute this time, while I absorbed this new concept. I traced a series of figure-eights in the air with my finger, and contemplated being able to adjust sail area instantly from 10 square feet to 250. Maybe they're onto something here...

higher into the wind. But there's one experimenter in Pleasant Hill who has designed a very innovative little catamaran that's optimized for kite propulsion, and he's getting excellent preliminary results."

"That's a little more my speed," I said. "I

become the next craze."

I don't really think we have much to worry about. When I was back in the stunt kite section of the store, I happened to notice how much a Flexifoil costs.

— max ebb

*"I flew a kite from an El Toro once and all I could do was broad reach at about 1 knot."*

# WORLD OF

With reports this month on a **Bed and Breakfast Tall Ship** in Washington; chartering in the **Ionian Sea**; a report on the crowded (pre-Hugo) **British Virgin Islands**; a post-Hugo charter in **St. Lucia**; the current state of affairs with **The Moorings** in the **BVI**s; and the usual **charter notes**.

## Bed & Breakfast Tall Ship

While in Washington state a few weeks ago, we came upon the 'tall ship' *Krestine* in Gig Harbor, which serves as a bed & breakfast. After speaking to the proprietor, Capt Darrah, a burly gentleman who more resembled Long John Silver with a straw and ukelele than a bed & breakfast owner, we decided to stay for a night or two.

Without a doubt, it turned out to be the most wonderful weekend we've had in a long time: fabulous food, charming crew and a vessel packed with nautical facts and memorabilia. Capt. Darrah proved a most amiable host, never being at a loss for a wonderful, humorous story.

He tailors each stay to whatever makes his guests happy — even if it includes an armed pirate raid in the middle of the night. He's also a minister who can perform marriages.

*Krestine*, the 100-ft gaff-rigged former

double cabins. She seats eight for dinner and breakfast. Built back in 1903, *Krestine* is normally moored, but if several couples wish to sail for about three days, Capt. Darrah will take them to some of the most beautiful and secluded spots in Puget Sound.

The Captain's stateroom goes for \$70 a night, while the cozy crew cabins are \$50.

We give four stars for a great experience and a wonderful bed and breakfast with real flair!

— patti henderson  
oakland

## Ionian Sea

We chartered a Beneteau 32 (Oceanus 32) for two weeks in the Ionian Sea, which is the western coast of Greece. We got our boat through The Moorings, which contracts with an associate company in Greece, Kavos.

We picked up our boat on the touristy island of Corfu. The year-old Oceanus was in great condition; everything that was supposed to be there was, and everything worked. She was a good sailing boat, too; easily balanced and quite fast. Provided with the boat were charts and a very interesting Pilot that covered all of the islands. Navigation was nonetheless pretty easy since there always seemed to be another island in view.

We sailed south, which is the only way to go because Albanian waters to the north are off-limits. Visiting small ports on both the mainland and other islands, we found the people to be wonderfully friendly, the food great, and the weather just fine — although perhaps a little lacking in wind.

Warm and dry, the Ionic area reminded us of California. Most of the vegetation consisted of olive trees and Italian cypress. The water was warm with wonderful shades of blue and turquoise. The exception was in the ports, where it was usually too dirty to swim. There are plenty of boats in these waters, and I doubt if many have holding tanks. Then too, people put garbage in the water so you can see junk all over the bottom.

We shopped daily for breakfast and lunch. Breakfast consisted of Muesli, a European form of granola, yoghurt and

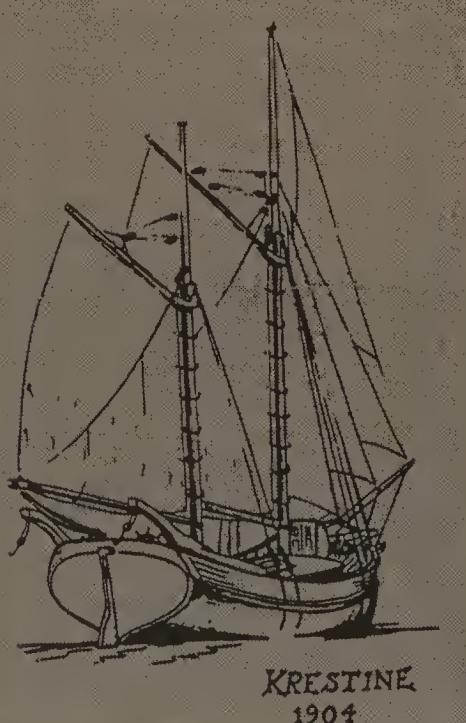


milk. Lunch was wonderful fresh breads, cheese and fruit. We usually had dinner in one of the many tavernas available in every port. The food was great and inexpensive; a dinner for four with a bottle of wine was \$35 to \$40.

We enjoyed mooring to the quays because it often put us in the center of the village where we got to watch all the action. Mooring to the quay was almost always bow-to, with a stern anchor dropped as you headed in. Most boats had bow pulpits fitted with an opening and a step. In most other parts of Europe the opening is on the stern, for stern-to mooring. It was also possible to anchor out almost everywhere, in nice, quiet places.

We chartered with a couple of old friends of ours from Denmark who are not sailors. This made some difference in what we did, but it was so much fun introducing them to sailing that we didn't mind.

We saw few Americans, but there were a lot of Germans, Dutch and Italians and also some English. The ensign of the nationality of the charterer was flown at the spreaders. We also saw some mega-yachts, mostly English or Italian.



This 86-year-old Baltic Trader is finding a second life as a bed & breakfast.

Baltic trading ketch has a great cabin that's 20' by 20' and features a woodstove. She has one double stateroom and two smaller



*The scenery in Greece is among the most mesmerizing in the world.*

Chartering the Ionic coast was fun — we recommend it.

— glenn & jane goldsmith  
content  
moss landing and gilroy

#### Paradise Awful Crowded For Chartering

A crew of three, including my fiancée, and I recently arrived home from a two-week August charter in the United States and British Virgin Islands. For our first charter, the Virgins were almost ideal. The 'almost' is because of the staggering number of power and sailboats that ply the waters of the Virgins.

August is said to be the 'low season'; I would say it's the "tolerably crowded season". I can't imagine that the high season is at all sufferable. We visited every island and either stayed in or passed by almost every anchorage. We saw no fewer than five boats and most often 10-15 boats per cove or anchorage. As far as I'm concerned, that doesn't represent an uncrowded situation.

Although crowded, we thoroughly enjoyed the sailing, the anchorages and the people. The water was a beautiful blue and the winds were moderate. Except for the St. Francis Drake Channel and the channel between Tortola and Jost van Dyke, the

cruising guides warned us of high winds that sometimes are in front of or in the middle of rain squalls. We didn't pay attention to the guides and consequently had a couple of rapid round-ups and almost lost the bimini. But what the heck, a good round-up helps make the lesson stick.

The people were mostly marvelous in the smaller, less touristy islands. Jost van Dyke was a dream come true. We ate at Foxys in Great Harbor and partied at Sydney's Peace & Love in Little Harbor. This is also where I asked my then girlfriend of six years to be my fiancée. This was done on my knee in the cockpit of our chartered CS36 Merlin in front of two close friends. It was a perfect setting — and she accepted!

Our decision to charter from Bimini Yacht Charters was a compromise. We went with Bimini because of their reasonable prices and 'two weeks for the price of one' low season special. The boat was of average upkeep and had several minor problems, cockroaches being one of them. Some of the other boats in the fleet looked rather old and dilapidated. But all in all, Bimini was good, especially since we got one of their better boats.

Nonetheless, I think that next year we'll try another outfit just for comparison. We've heard good things about CYC, The

*The anchorage off Yacht Haven, St. Thomas.  
What do you mean it's crowded?*



winds were gusty but wouldn't be a problem for the average sailor.

But beware of rain squalls! All the

Moorings and Go Vacations.

Although we expected very warm weather, we still overpacked with cool

# WORLD OF

weather clothes. Next time I will bring twice as many bathing suits and tank tops and leave the long pants and sweatshirts at home. Perhaps the best item we brought along for wearing both on the boat and ashore were Nike Aqua Socks. They saved our toes from winches and cleats, and heels from coral and creatures of the deep.

Our advice to prospective charterers is to go now! The prices are about as high as they can go, but every year it will get more crowded — I guarantee it!

P.S. Cane Garden Bay on Tortola was ideal, but it's getting really commerical. The whole place is going to turn into Hawaii soon.

— craig federspiel  
mountain view

Craig — This will probably surprise you, but the number of bareboats and crewed charter boats in the Virgin Islands has dropped significantly — more than 25% — in the last three years. The local marine industry has been gnashing their teeth trying to reverse the trend. And all this was before Hugo ripped through.

Nonetheless, the Virgin Islands remain the undisputed charter capital of the world — especially for novice charterers. And the one thing we'll guarantee is that the Virgin Islands will be less crowded this winter than they've been in ages.

As far as we're concerned, the second best place to charter is the rest of the Lesser Antilles. 'Down Island' is the least crowded, but with the Caribbean serving as Hawaii for



by.

We normally only send one T-shirt per charter report, but we're also including one for your bride-to-be. Best wishes to both of you!

## St. Lucia Charter

We had booked a 10-day charter with CYC in St. Thomas to start on the 28th of September — a week after Hugo came through. When CYC determined they did not have a Tayana 52 available for us, we switched to chartering a Stevens 47 out of St. Lucia.

Being in the charter business myself, I knew the week's warning we gave Steven really wasn't enough. We ended up with a 1981 boat which was a little banged up and due for a refit. Her bottom was a pretty green, so we couldn't maximize speed — but we had a good time anyhow!

I spent an interesting morning provisioning in Castries, finally finding most everything we needed. We didn't have to do without, either, as I filled the meat locker with New York steak, pork chops, spare ribs, cornish game hens, chicken and hamburger. What I couldn't find was pineapple, English muffins (an American invention), Diet Coke, tonic water, melons, dip mix or Bud Lite. We were able to buy lobster a couple of times in the Tobago Cays for \$4/lb, and on our 10th and final day landed a wahoo.

Our group enjoyed five dinners ashore, but the crew still said the best food was served onboard. That made me feel good, as I was actually the captain and cook.

Our dinner at Young Island came to \$30 a head, plus drinks. First they said they

'Ticonderoga' in the lee of Antigua — the second best place to charter in the world?

had fresh dolphin, then it was snapper; it turned out to be fresh tunal. The place did have lots of ambience and six wonderful kinds of bread including banana and coconut. Still, the rest of the food was just so-so.

Being the height of off season, many of the restaurants and hotels were closed. Mac's Pizza and Frangipani in Bequia, Petit St. Vincent, and Saltwhistle Bay on Mayreau to name a few.

There was good snorkeling at PSV and Young Island, but it was poor at the Tobago Cays. It looks like the locals have spearfished everything bigger than six inches — including parrotfish. So there's lots of coral but not many fish. St. Vincent & the Grenadines needs to regulate their fishery or soon they'll be nothing left to see.

We had an interesting — for an attorney anyway — international incident. Another Stevens 47, *Liberty Lady*, was hit on the transom by a Cheoy Lee named *Limbo Dancer* in the lee of Grenada. The folks on *Lady Liberty* thought they were going to pass, but instead *Limbo Dancer* rammed right into their stern, breaking the stern light and chipping the fiberglass transom.

What made it so interesting is that *Lady Liberty* is a U.S. registered Taiwanese built boat with a Dutch crew that was sailing in Grenadian waters when she was hit by the Hong Kong built Cheoy Lee registered in Austria with an Italian crew!

It turned out that *Limbo Dancer* had been on autopilot and was motoring at the



Few things are more relaxing than hanging out 'Down Under'.

the Midwest, the East Coast, all of Europe and most of South America, complete privacy is never going to be easy to come

# CHARTERING



time of the collision, and had no crew on watch. Seconds later the crew appeared on deck stark naked. They said they were working on the engine, but if you ask me, the lady was getting her oil changed!

We got as far south as Tyrrel Bay, Carriacou where we met up with *Liberty Lady*, then worked our way back through the Grenadines, Bequia and St. Lucia. Ten days isn't quite long enough for a round trip from St. Lucia to Grenada, and we had to make a couple of overnight sails to cover the distance. We had generally good winds during the day, but at night it was intermittent and we had to do some motorsailing.

The guy from Houston who put this charter together wants to buy his own charter boat so he won't have to drink out of plastic cups anymore. If he buys the boat, I'll drive it! (If you read *Tales* in this issue, you'll find out what happened to my charter boat). I've been back in California for three days, but I'm already eager to head back to the Caribbean.

— colin gould  
auburn

## The Moorings & BVI's Bounce Back

No violence, looting or large-scale destruction here!

Contrary to media reports that characterized hurricane Hugo's aftermath as chaos in the Caribbean islands, it's business as usual for the British Virgin Island's largest employer, The Moorings. The company even sent four vacationing families on their way in undamaged yachts just one day after Hugo's hostile visit.

Among The Moorings' charterers who

set sail in Hugo's wake were Doug and Juliet Shewmaker of Salt Lake City, Utah, who were impressed with The Moorings service throughout the crisis. "The Moorings staff really pulled together to make all of us comfortable while we waited out the storm," said Mrs. Shewmaker. "And when we were ready to sail the next morning, customer service had us out of there in an hour. The Moorings refused to let Hugo spoil our vacation."

The Moorings largest base is situated on Tortola, where residents went about mopping up in relative peace and quiet. A spirit of cooperation and pulling together was the prevailing mood on the wind-blown, water-soaked island, where only 70 people were left homeless. The island's government and law enforcement agencies, public works departments and residents alike are to be credited for the law and order that prevailed — for there was no looting on the island. Power was restored to Tortola on the third day, while telephone communications were never lost. ZBVI, the island's AM radio station, stayed on the air throughout the hurricane.

"We'll be operating 85% of our fleet by the October 3 Interline Regatta, said Operations Vice President John Tait, "and by January 1 we expect to be 100% recovered. As for our other bases in the Caribbean, they were up and running the morning after. We've weathered the storm."

— the moorings

*Readers — While the above is obviously a company-prepared press release, our man in the Caribbean says it accurately represents the state-of-affairs for The Moorings — and many of the other bareboat companies. In other words, bareboats will be available in the Virgin Islands for the December to April high season.*

## Charter Notes:

What's the outlook for those wanting to charter in the Virgin Islands this winter? We spoke with Rick Penry, Captain of *Big O*, on October 24, and he said the Virgin Islands are finally coming back strong. "Except for the leaves off the trees and a few boats up on the rocks, charterers coming down for high season will barely be able to notice there ever was a hurricane Hugo. The beaches are clean, the water is clear, and you can get any and all provisions you want. I was over at Foxy's on Jost Van

Dyke; it was virtually undamaged and really cooking! All the scuba dive outfits are in operation, too. I did a dive at Jost and lots of folks are diving on the Rhone again. There's still only 25% of the electricity restored on St. Thomas, pay phone service is still poor and there's all kinds of construction going on — but none of that will adversely affect folks on charters. And in just the last week or so a lot of the boats have been starting to arrive from the East Coast and the Med. Things are looking good."

John Glynn of the Bitter End Yacht Club in Virgin Gorda, British Virgin Islands reports that weekly 'Horrible Hugo' parties are the latest thing to help people recover from the grief and get ready for the upcoming season. Experts say that a regained sense of humor is a sign of health. If so, the islanders are on their way to recovery, as the latest popular drink is a 'Hugo on the



COURTESY THE MOORINGS

*Most bareboat companies in the Virgin Islands will be up to speed by the high season.*

rocks'. The exact recipe depends on the man with the bottles, but it normally features a lot of rum mixed with fruit juices in a big bowl. The pieces de resistance as it were, are tiny palm trees and little boats tipped over in the punch bowl.

The British Virgin Islands  
Experts!

# North Aeros

## Yacht Charters

CALL NOW 1-800-387-4964 or 416-673-5400

For information on yacht charter, Leverick Bay  
Resort and Yacht Club, Cruise and Learn  
Programs or diving packages. Yacht  
management programs available.



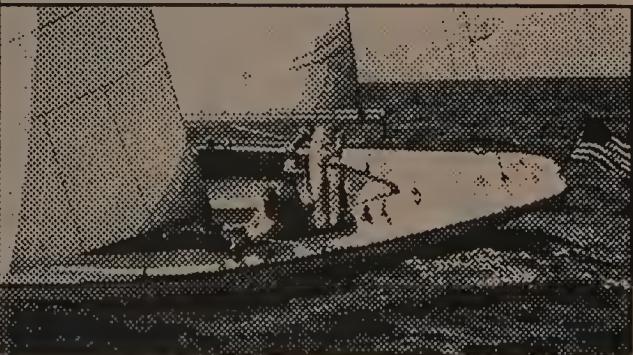
Leverick Bay  
Resort and  
Yacht Club



Humber  
College  
Sailing Centre



## Don't Rent A Boat...

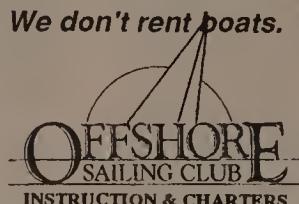


## ...Charter A Yacht

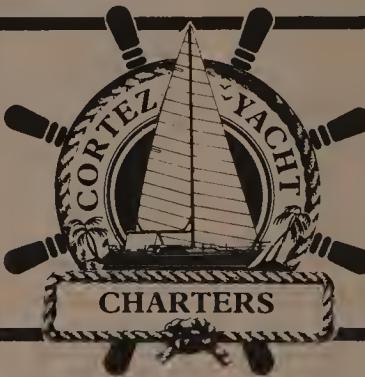
You'll know the difference as you board. Shipshape. Brightwork is exactly that. This is a proper yacht.

*This isn't a rental boat.* The classic 8-meter *Pandora* is part of the impressive fleet of charter yachts available to qualified members of Offshore Sailing Club.

From basic lessons, to exotic yachting vacations worldwide. Offshore members are treated like very special yacht owners. After all... *We don't rent boats.*



CHANNEL ISLANDS HARBOR / (805) 985-3600



## SEA OF CORTÉZ YACHT CHARTERS

Come escape on our  
beautiful new Tayana 52 complete  
with skipper, cook & provisions.

Sharpen your sailing skills aboard this  
stunning performer, or simply relax  
and we'll pamper you.

Bookings available 11/89 through 4/90 from La Paz  
or Puerto Escondido & the Cabo Christmas Regatta,  
Mexican Race Week & Baha-Haha.

## CORTÉZ YACHT CHARTERS

P.O. Box 633  
El Dorado, CA 95623

(916) 626-4444



# If You Can't Decide Which Adventure Vacation To Take, Take Them All.

Leave it to The Moorings — the world's largest sailing organization — to design a vacation for sailors that offers the best of two worlds. Introducing the Club Mariner™ vacation. Uniquely different packages that give you access to sea and land. A vacation so flexible, you can plan it just the way you want it.

At our three exotic Caribbean resorts in Tortola, St. Lucia and Grenada, you can combine delightful accommodations with watersports and have unlimited use of our small craft sailing fleet. Head out on a 15' or 21' daysailer. Windsurf, dive and snorkel. Or take a three-night excursion aboard a Moorings yacht.

It's all included in our Resort or Action Packages.

Novice sailors will jump at our Learn-To-Sail package, while the more experienced sailor will find our Live Aboard Cruising Course exciting as well as challenging. Both are available through The Moorings/Offshore Sailing School. As the leaders in crewed yacht charters, you can expect a first-rate adventure with our Crewed Charter Experience.

You'll board a 51' Moorings yacht, complete with captain and cook, and set sail when you want, for as long as you like. You can even combine our Crewed Charter Experience with our Resorts or Action Packages and have access to a whole other world of watersports.

No other vacation offers so much sailing — and the freedom to set your own itinerary. That's why we call it the Cure for the Common Vacation. With all our options, you can call it just the way you like it. Call 1-800-334-2435 in the U.S.; or 813-538-8760 outside the U.S.

British Virgin Islands • St. Martin • St. Lucia • Grenada • Tahiti • Kingdom of Tonga



CLUB MARINER  
The Cure For The Common Vacation

# THE RACING

October was a busy month for racing — at least until Tuesday the 17th. Lots of special events were sandwiched into the one month window between the end of the regular YRA season and the beginning of the midwinters, including "Son of Stone Cup", the inaugural *Golden Gate Open*, Berkeley YC's Women's Skipper Race, the Masters Invitational, the Nimitz Regatta, the All-Islander Regatta, the IOD North Americans, the World Corporate Games, the Cal-Stanford Match Race, the Yankee Cup, and the Rolex Women's Keelboat Championship back in Newport, R.I. Other items in this crowded "Racing Sheet" are the final *Summer Beer Can Results*, the *Half Moon Bay* ocean race results, words of wisdom from Hiram Gunn on *upcoming ocean races*, and the usual pile of *race notes*.

## Frank Stone Cup #2

Unlike many sequels — which often fail to live up to the original — Saint Francis YC's "Stone Cup Part Two", or "Son of Stone Cup" as it was dubbed, turned out to be a pretty decent regatta. Held on the weekend of September 29-October 30, the four race (no throwouts) IMS regatta attracted 22 boatloads of Stoners. That was down a bit from the 33 boats that competed in the windy Stone Cup back in May, but wasn't a bad turnout considering the regatta involved taking Friday afternoon off work.

Each division turned into a tight three boat race for the lead. In Division A — the

and owner Price was obviously pleased with the outcome. "It was the best crew I've ever had on the boat, and they deserve a lot of credit," claimed Lon. Crewing that weekend were Wave Runner regulars Craig Collins, who drove, Robert Hubner, Neil Dry, Bradley Latham, and Ron and Dee Hardiman. They were reinforced by Tim Stapleton, Greg Wrisley, Doug Partridge and John Baier.

In Division B, Bill Fawns' J/35 Redline — which recently came in third in the 20-boat J/35 North Americans in Long Beach — almost snatched defeat from the jaws of victory in the last race. After putting together a 2,1,3 record, helmsman Don Trask tumbled to seventh in Sunday's finale, barely hanging onto the top spot overall. "We almost blew it," he laughed as he described their comeback from starting last (after thinking they were over early and going back), doing a 720 after fouling One Eyed Jack, over-standing a mark and a host of other problems.

Trask and Fawns' winning crew on Redline that weekend included Don Heberd, Daryl Ruff, Ernie Rodriguez, Mike Ratiani, Barry Danieli, John Leet and Eric Mikisch.

"This was a great regatta," stated Trask. "The IMS rule worked well, the committee work was excellent and the weather was perfect. As far as I'm concerned, it was better than the Big Boat Series." According to Don, "Son of Stone Cup" was a "consolation prize" for the J/35s, Express 37s and other IMS-rated boats that weren't — but maybe should have been — invited to this year's Big Boat Series.

DIV. A — 1) Wave Runner, Luffe 48, Lon Price, RYC, 8.5 points; 2) Petard, Farr 36, Keith Buck, CYC, 8.75; 3) Jazz, Beneteau 40, Rod Parks, RYC, 9.75; 4) National Biscuit, Schumacher 36, Colin Case, SFYC, 15; 5) Irrational, Peterson 41, Dan Donovan, SCYC, 21. (8 boats)

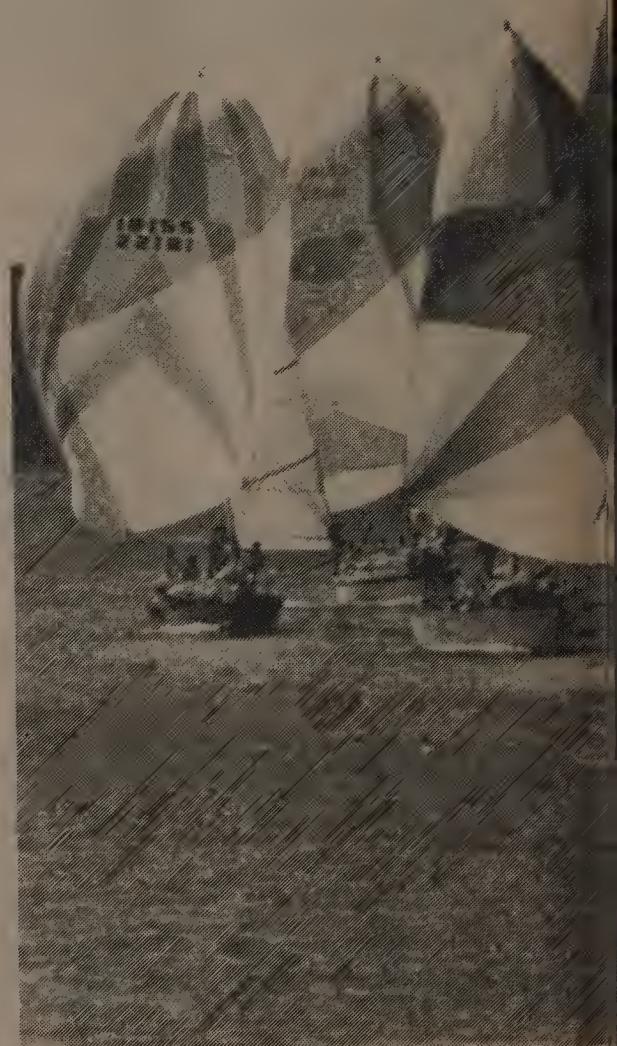
DIV. B — 1) Redline, J/35, Bill Fawns/Don Trask, StFYC, 12.75 points; 2) Dragon, J/35, Rich Morse/Dave Wilhite, CYC, 13; 3) Ringmaster, Express 37, Leigh Brite, RYC, 14.5; 4) Ice Breaker, J/35, Doug Taylor, Waikiki YC, 19; 5) Jackrabbit, Islander 40, Dave Liggett, LGYC, 25. (14 boats)

Don Trask — hot, hot, hot.

more custom IMRDA type boats — Lon Price's Luffe 48 Wave Runner started slowly, but came on strong to win with a 5,2,1,1 record. The Runner's come-from-behind victory was at the expense of Jazz, which stumbled from first to third behind Petard after posting a fourth in the last race.

This was the first Bay race for Wave Runner outside of some midwinters last year,

JOHN ARNDT



## Golden Gate Open

"What a great idea for a race!" enthused Alan O'Driscoll of La Honda, one of the two big winners of the inaugural *Golden Gate Open* on September 23. The 20.3-mile race, which attracted a whopping 73 starters, featured a reverse handicap start off Pier 39, with the course going around Crissy and Angel Island (either way) before running down the Estuary to finish off Grand Marina.

Counterclockwise appears to have been the way to go this year, as both O'Driscoll, who sailed the Nacra 5.8 cat Wiki Wiki (instead of his "big" boat, the famed 32-foot catamaran Beowulf V, which currently has a split hull), and Alameda's Hal Nelson, who sailed his familiar Big Mac 65 Zeus, went that way. They ended up first in the multihull and monohull divisions, respectively. For their efforts, Alan earned a weeklong bareboat charter in Tahiti and Hal scored a trip for two to London. A total of 55 other prizes



LATITUDE/ROB

**"Ice Breaker"** — an unlikely name for a boat from Hawaii — leads the pack in the popular Son of Stone Cup Regatta.

were raffled off, including items such as wine, pictures, dinners and even a \$2,000 gift certificate at a sofabed store.

Despite the blustery, overcast conditions for the race, everyone had a merry time. All boats were finished by 3 p.m., allowing plenty of time to eat and party at Grand Marina and check out the NCMA Fall Boat Show at the new Union Basin Marina.

DIV. 9 — 1) **Wiki Wiki**, Nacra 5.8, Alan O'Driscoll/Vic Thiry; 2) **Tony's Paint**, Hobie 21, Chris Krueger. (5 boats)

DIV. 8 — 1) **No Name**, Hobie 17, Wayne Mooneyham; 2) **Equanimity**, J/35; Randy Paul; 3) **Re-Quest**, Express 37, Glenn Isaacson. (9 boats)

DIV. 7 — 1) **American Eagle**, Santana 35, Tom Otter; 2) **Sea Peptide**, Express 34, Fred Voss; 3)

Pensacola, unknown. (8 boats)

DIV. 6 — 1) **Mantis**, Express 27, Rich Tofte; 2) **Screamer**, Capo 30, Dick Horn; 3) **Scoop**, Wylie 34, Ken Shaff. (9 boats)

DIV. 5 — 1) **Tulawemia**, Wabbit, Zane Working/Colin Moore; 2) **WPOD**, Wabbit, Bill Erkelens/John Groen; 3) **Contingent**, Wabbit, Jerry Keefe. (9 boats)

DIV. 4 — 1) **Sequake**, C&C 29, John Marshall; 2) **Roadhouse Blues**, J/24, Brian Boschma; 3) **Strange Crew**, J/24, Mike Branco. (7 boats)

DIV. 3 — 1) **Fat Cat**, Catalina 30, Seth Bailey; 2) **Moon Child**, Catalina 30, Paul Tanner; 3) **Snow Goose**, Santana 30, Ted Matson. (11 boats)

DIV. 2 — 1) **Sagittarius**, unknown; 2) **Salifish**, MacGregor 26, Edward Abrae; 3) **Haul der Main**, MacGregor 26, William Halderman. (8 boats)

DIV. 1 — 1) **Little Voyager**, O'Day 22, Lee Garami; 2) **Aquasces**, 25-foot sloop, Frank Attleberry. (4 boats)

DIV. 0 — 1) **Fairhaven**, Custom yawl, Gordy Nash. (2 boats)

### Women's Skipper Race

Last year, when participation in their 14th annual "women only" Women's Cup dipped to a precarious six boats, the honchos at Berkeley YC knew it was time for a change. Accordingly, they renamed the race — it's now the Women's Skipper Race — and changed the rules to allow sailors of either gender to crew.

The reformatted regatta attracted 10 boats ("That's not many, but it's a 66% improvement over last year!" said BYC's Bobbi Tosse) to the starting line on October 14. In shifty WSW winds ranging between 10-15 knots, the fleet sailed an 8.8-mile course from "X" (the middle of the Circle) to Blossom Rock and then to the finish in front of the BYC clubhouse.

Lauren Anderson — along with crew Sally Richards, Kay Rüdiger, Faith Tamarind, and husband Ed Ruszel ("our mascot") — piloted her Yankee 30 *Chelonian* to first in Division I and first overall. Finishing first in Division II (and a mere 14 seconds out of first overall) was Catherine Krasnow, who borrowed the Santana 22 *Roxanne* for the event.

**DIVISION I (0-179 PHRF)** — 1) **Chelonian**, Yankee 30, Lauren Anderson, SSS; 2) **Renaissance**, Targa, Mary Swift, BenYC; 3) **Ragin' Cajun**, Merit 25, Gayle Vial, BYC. (5 boats)

**DIVISION II (180-up)** — 1) **Roxanne**, Santana 22, Catherine Krasnow, BYC; 2) **Mytoy**, Ranger 26, Barbara Adams, PYC; 3) **Toots**, Thunderbird, Femle Doodeman, GGYC. (5 boats)

### So You Wanna Be An Ocean Racer?

If that's your goal, here are some important dates to remember: the Mexican winter circuit kicks off on November 10 with Long Beach YC's 800 mile Cabo Race, an event for PHRF, IOR and IMS boats. If you miss that one, the month of February offers two more chances to spend your winter vacation in sunny Mexico: on February 3, San Diego YC hosts the 1,100 mile Manzanillo Race, followed almost immediately by MEXORC on February 14-21.

The Manzanillo Race, which SDYC has optimistically subtitled "The Sprint to Las Hadas", is expected to attract about 30 yachts in IOR and IMS divisions, as well as a "sizeable" Swan fleet. For more information on this oftentimes light air race ("A slow Manzanillo Race can take longer than a fast TransPac," warns local rockstar Hiram Gunn),

# THE RACING

call San Diego YC at (619) 222-1103.

This year's MEXORC, though not an ocean event per se, will certainly attract a bevy of sleds and beautiful people ("Personally, I wouldn't miss it," confides Gunn) for the six race buoy series out of Las Hadas. Unlike previous years — when the regatta has roamed between Puerto Vallarta, Careyes and Manzanillo — the 1990 regatta will stay put in Manzanillo. The longest race is a 40-miler up to the airport and back, leaving plenty of time for swilling *margaritas* and *cervezas* — and, if history repeats itself, another of Pat Farrah's legendary ping pong parties. For more info on MEXORC (or, as it's affectionately known, "The Betty Ford Invitational"), call Jeff Littell at (714) 955-2710.

Looking ahead to the summer of '90, there are three TransPacs to choose from: "Something for everyone," chuckles Gunn. In order of departure, the first T-Pac is Sloop Tavern YC's Jack and Jill Race, which departs from Port Angeles, Washington on June 24. This is the fifth edition of this two person (one of each sex) race, which for the first time features an "open" doublehanded division as well as a "double Jack and Jill" class. Contact Carol Pearl at (206) 783-6419 for more on the J&J Race.

The Singlehanded TransPac is scheduled for June 30. As the name implies, this one's for those hearty few who like to go it alone. Sponsored by the Singlehanded Sailing Society, this is the seventh running of this 2,120 mile run to Hanalei Bay. Already, nearly 50 folks have sent in their \$10 for an information packet. Contact Peter Hogg at (415) 332-5073 to get more details on the solo slide to Hawaii.

Finally, on or about July 2 (details are still forthcoming), the West Marine Pacific Cup kicks off. Apparently, there will be three days of starts — the idea being that everyone will arrive in Kaneohe Bay more or less together ("Partytime!" says Gunn enthusiastically). The Pac Cup is gaining in popularity and organizers hope to surpass the "real" TransPac (the TransPac YC's hardball race in odd years) in numbers of participants this summer — anything over 48 boats will do it. Considering they have had 78 requests for race applications already, that goal may well be met. For more on the Pacific Cup, see *Sightings*, or call Pacific Cup Publicity Chairman (and three-time race veteran) Steve Kyle at (707) 778-6300 (days).



Of course, if you can't spare the time to sail a TransPac, there's always Metropolitan YC's annual Oakland to Catalina Race on July 9-10. The 400-mile "pocket TransPac" is on the ULDB 70-raters' schedule next year, so there should be no lack of excitement. Race applications won't be available until after the first of the year. In the meantime, call MYCO (536-7450) for details on the Catalina Race.

We'll have more details on all the above races as the time nears. "My advice," stated Gunn with all the authority he could muster, "is, whether you're a hardcore ocean stud like me or a wanna-be, the time to start planning for these races is right now!"

## Half Moon Bay Race

The 1989 ocean racing schedule wheezed to a halt on the weekend of September 23-24 with the Half Moon Bay Race. Because it was the last race of the season — and possibly because it conflicted with the Big Boat Series — only thirteen boats (five in PHRO and eight in MORA) made the pleasant round trip to Pillar Point. Interestingly, the wind was "backwards" for the weekend, i.e. it was a beat down and a run back.

*Spindrift V*, Larry Wright's Express 37, pulled a pair of horizon jobs on the PHRO group, while Alex Malaccorto's Beneteau 42

*The International Grand Masters Invitational — the best "old fart" regatta in the country?*

Rocinante won the PHRO season based on her second place finish for the weekend. Meanwhile, perennial MORA season champion Bloom County and John Bowen's Islander 30 Current Asset tied for weekend honors in MORA.

MORA — 1) (tie) Bloom County, Mancebo maxi, Carl & Mark Ondry; and Current Asset, Islander 30, John Bowen, 2.75 points; 3) Friday, Express 27, John Liebenberg, 7. (8 boats)

PHRO — 1) Spindrift V, Express 37, Larry Wright, 1.5 points; 2) Rocinante, Beneteau 42, Alex Malaccorto, 5. (5 boats)

## Masters Invitational

Alameda yacht broker Don Trask topped off a hot month of racing (3rd in the J/35 NAs, 2nd in the Big Boat Series on *Silver Bullet*, 1st in Stone Cup II, 1st in the Corporate Games) by running away with the 11th Annual Saint Francis YC International Grand Masters Regatta on October 13-15. Trask, a founding father of this J/24 invitational for the older set (skippers must be over 55, crew over 45), led the five-race regatta from start to finish.



LATTUDE/ROB

Sailing with Ed Bennett, John Niesley, Bruce Munro (who recently won the Millimeter NAs back in Marblehead) and owner's representative Kimo Worthington (subbing for boat owner Dave Willke), Trask put together a masterful 1,1,3,3,1 series. "The high point of the series was coming back from being over early in the fourth race," said Don. "We hit the shifts just right and ended up third, which saved the regatta for us."

Bob Grant and his gang from the Santa Barbara YC came in second with J/24 maestro Eric Arndt on board as owner's rep. Jim DeWitt, sailing with the "Frick n' Frack Racing Team" (Jim Lindsey and Bill Claussen), sailed an artful second half of the series to pull into third ahead of intrepid Bill ("Knock on Wood") Ficker, who's still quicker than most.

Statistically, this was the biggest (17 boats) and most international (entries from Japan, England, New Orleans, Rhode Island, Hawaii, and Seattle) Grand Masters Invitational yet. "It was also the best weather conditions, best competition, best parties and most fun one we've had yet," claimed Trask, who's been to them all.

The International Grand Masters Invitational, asserts Trask, remains the premiere masters keelboat competition in the country. USYRU's inaugural Masters Regatta in Texas last summer (StFYC added the 'inter-

national grand' part to their name to differentiate themselves from the new regatta) was apparently a real flop — poorly attended, and then literally rained out.

"Next year, our regatta will be even better," promised Don, who says that they'll tighten up the owner's rep rule to outlaw ringers. "And the big news," he continued, "is that we've received preliminary commitments to race from Paul Elvstrom and Buddy Melges."

But will anyone — even the Great Dane or the Wizard of Zenda — be able to beat Trask at his own game? For answers, tune in next year.

1) **Don Trask**, St. Francis YC, 8.25 points; 2) **Bob Grant**, Santa Barbara YC, 15; 3) **Jim DeWitt**, Richmond YC, 22.75; 4) **Bill Ficker**, Newport Harbor YC, 25; 5) **Peter Milnes**, Ida Lewis YC, 26; 6) **John Adams**, Royal Lymington YC, 31; 7) **Dick Riechel**, Santa Barbara YC, 35; 8) **Hank Grandin**, St. Francis YC, 37; 9) **Charlie Dole**, Waikiki YC, 44; 10) **Tom O'Brien**, Seattle YC, 52; 11) **Al Cassel**, St. Francis YC, 55; 12) **Monroe Wingate**, St. Francis YC, 57; 13) **Peter Peckham**, San Diego YC, 66; 14) **Doug Carroll**, Golden Gate YC, 69; 15) **Cal Hadden**, Southern YC (New Orleans), 70; 16) **Wilbert Anderson**, Corinthian (Seattle) YC, 71; 17) **Takashi Takamura**, Seabornia YC (Japan), 81. (17 boats)

USYRU team rules. Each team's aggregate rating had to fall between 450-500 PHRF, with 13 of each team's 15 finishes in the five-race series determining their final placing.

The overall winner — also like last year — was Richmond YC, whose "Pink Team" of Leon Russell (Express 27, Leon Daniel/Russ Johnson), Salty Hotel (Express 27, Mark Halman) and Carlos (Santana 22, Bob Klein) edged out a determined second-day effort from Encinal YC. Picking the right team is just as important as sailing well in the Nimitz, and the Richmond YC powers-that-be seem to have this regatta pretty well figured out (in 1988, they massacred the fleet with two Wabbits and a J/24).

Different from last year was the starting format, which was broken into three starts per race with each team putting up one boat in each start. After an hour postponement, the first race finally got underway in a wimpy five knot breeze. Eventually, the wind filled in, allowing all three races on Saturday to be sailed. By the day's finale, most teams had figured out some good blocking techniques to help out their team members.

*Gasping for clear air at the leeward mark during the Nimitz Team Regatta.*



LATTUDE/ROB

#### Nimitz Inter-Club Team Regatta

Berkeley YC's second annual Nimitz Regatta, held on the Circle on October 7-8, attracted nine three-boat teams. Like last year, any PICYA club could send one or two teams to the event, which is raced under

After Saturday's racing, Richmond YC's Pink Team, led by a strong performance from Leon Russell, was ahead. Diablo Sailing Club's Purple Team (Strange Crew and Phantom, both J/24s, and Contingent, a Wabbit) was second, followed by the Encinal YC Orange

# THE RACING

Team of Bill Keith's Ranger 29 Kamala II, Bill Patience's Hawkfarm Warhawk and Andy Rothman's Pretorian 35 Glory Days.

In the stronger winds of Sunday's two races, the tactics turned ruthless and the "team" concept was stretched to the limit. The Encinal Black Team, in order to move their Orange Team up the ladder, shadowed the Diablo Purple Team, hurting them wherever legally possible. They accomplished their "suicide" mission, knocking themselves and the Diablo Purple group out of contention, but moving their "varsity" Encinal Orange team into second for the weekend. Diablo Sailing Club's unofficial team leader was overheard plotting his revenge for next year, which will surely involve bringing a second team to block the other teams' blockers.

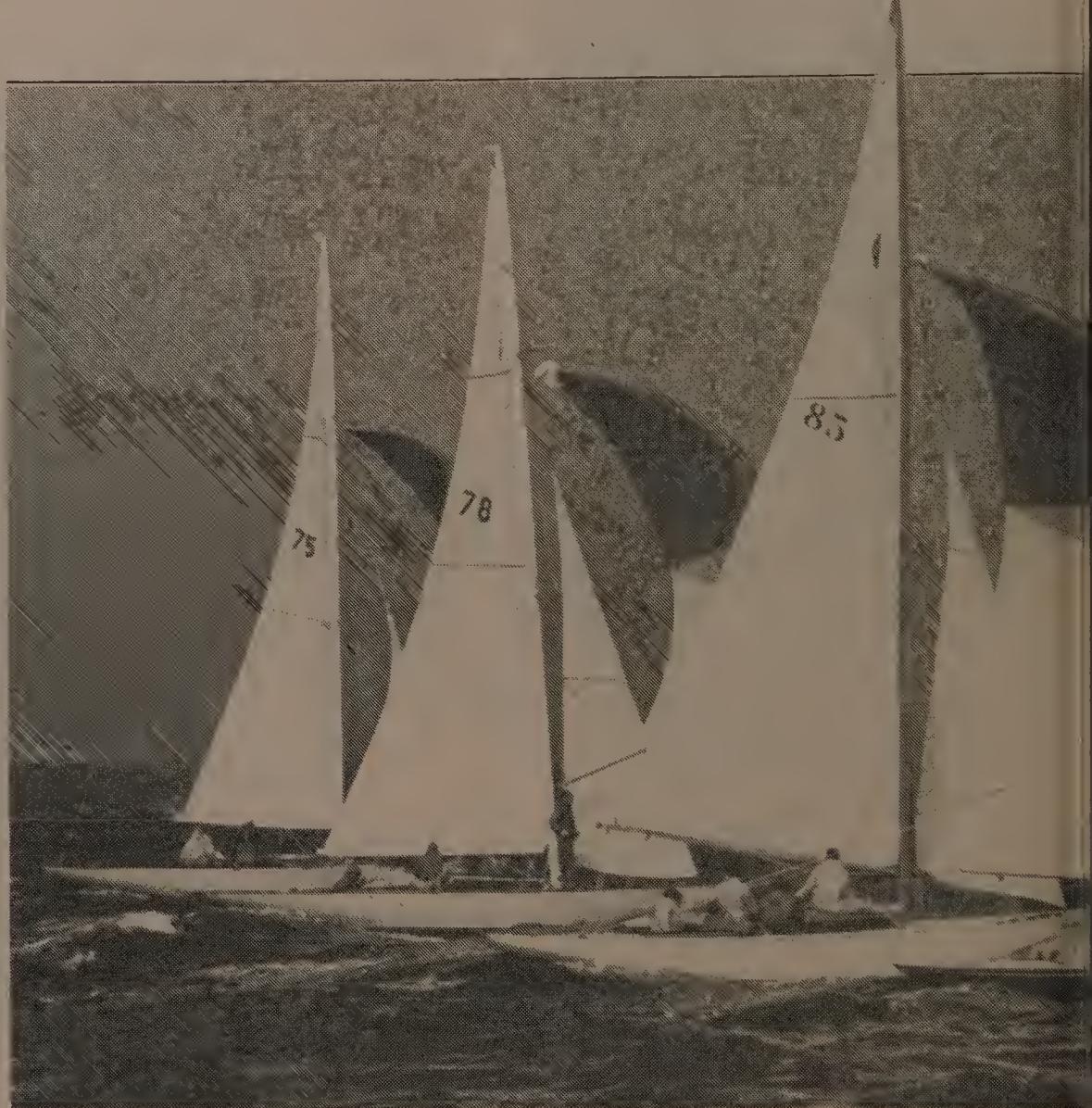
1) Richmond YC (Leon Russell, Salty Hotel, Carlos), 118 points; 2) Encinal YC (Kamala II, Warhawk, Glory Days), 123; 3) Stockton Sailing Club (Mis Conduct, Perfection, Candace Ann), 129.5; 4) Berkeley YC (Wavetrain, Fast Break, Honcho II), 133.5; 5) Stockton Sailing Club (Knots, Audacious, Shenanigans), 152.75; 6) Diablo Sailing Club (Strange Crew, Contingent, Phantom), 162; 7) Berkeley YC (Chesapeake, 80's Lady, Blue Max), 175.25; 8) Richmond YC (Bright Idea, Cookie Jar, Hare Brained), 181.75; 9) Encinal YC (Sequake, Rainbow Chaser, Showtime), 267.

## All Islander Regatta

The annual All Islander bash at Tiburon YC attracted 26 boats but very little wind on September 30-October 1. Held in the calm waters off Paradise Cay, the weekend consisted of the tried-and-true All Islander format of two "real" races (i.e. spinnakers) on Saturday, a killer party on Saturday night and a casual, working-sails-only race on Sunday.

Even the lack of wind on Saturday failed to dampen the spirits of the Islander aficionados, who partied long into the evening at the recently improved TYC clubhouse. Free mai-tais, a BBQ dinner and dancing to a rock n' roll band kept everyone happy. Meanwhile, videos of the rather actionless racing were played first forwards and then backwards, much to the amusement of the crowd.

Fortunately, there was enough wind (12 knots) on Sunday that all boats were able to finish the "cruising" race. Winners of that fun race were Tom Cat (Islander 36), Current Asset (Islander 30 Mk II), Shanghai (Islander



28), Cahada (Bahama 24) and Escapade (Islander 37). Results of Saturday's two races follow:

ISLANDER 36 — 1) Prima Donna, Eric Warner, 4 points; 2) Windwalker, Dave Borton, 4.75; 3) Juggernaut, Frank Tomsick, 4.75. (5 boats)

ISLANDER 30 MK II — 1) Current Asset, John Bowen, 6.75 points; 2) Elf, Wayne Behrens, 8; 3) Shanti, Bill Robinson, 9. (5 boats)

ISLANDER 28 — 1) Shanghai, Ken Jesmore, 1.5 points; 2) Zephyrus, John Farley, 12; 3) Our Way, Daryl Rasmussen, 20. (9 boats)

BAHAMA 24 — 1) Artesian, Dave Adams, 4.75 points; 2) Constellation, John Lincoln, 6. (3 boats)

PHRF — 1) Escapade, I-37, Charles Campbell, 5.75 points; 2) Star of Strongsay, I-37, Jim Burris, 7. (4 boats)

## IOD North American Invitational

Two hometown skippers beat up their out-of-town guests in the six race, one throwout International One Design North American Invitational Regatta, hosted this year by San Francisco YC on October 4-7. George Degnan, the grand old man of the IOD fleet, won the mainly light air event with his "all-Healy" crew: Craig, his new bride Pam

(Poletti), and his brother Jim. Degnan, who races for both Richmond and Saint Francis Yacht Clubs (he's celebrating his 50th year as a member of the latter!), opened the regatta with a shaky fourth (which he ultimately threw out) but bounced back to win with three firsts, a second and a third.

Second place in the round-robin invitational went to the energetic president of the local IOD fleet, Richard Pearce. Pearce's crew for the regatta was his father Mel, himself a longtime IOD sailor, his brother Jeff, who also owns an IOD, Bob Grigsby and Austin Dito. Reflecting on the runaway 1-2 showing of the home team, IOD stalwart Tom Allen conceded, "Local knowledge was definitely a factor."

The North American Invitational is second in importance only to the annual IOD Worlds, which this year were held on Long Island Sound in September. According to Allen, this is a regatta for the runners-ups in the six North American IOD fleets (San Francisco; Marblehead; Long Island; Northeast Harbor, Me.; Fishers Island, NY; and Bermuda) who didn't get to travel to the



LATITUDE/ROB

Worlds.

"It's always a fun regatta," says Tom. "Local IOD owners lend their boats to the visitors and put them up in their houses. It's a great fleet!"

- 1) George Degnan, San Francisco, 7.25 points;
- 2) Richard Pearce, San Francisco, 8.75; 3) Stephen Bumham, Fishers Island, NY, 12.5; 4) Richard Homer, Northeast Harbor, Maine, 19.5; 5) Burton Gray, Northeast Harbor, Maine, 21; 6) John Buba, Marblehead, Mass., 24. (6 boats)

#### World Corporate Games

"This regatta was so bad, we're going to write a letter asking for our \$375 entry fee back," said American President Line's Jim Bateman of the sailing portion of the World Corporate Games held in J/24s on October 6-8. "We knew things weren't right when, at the skipper's meeting, Don Trask raised his hand to ask if the 720 rule applied. The race chairman had never heard of the rule, and asked Trask to explain it to him. Things got worse from there."

In the end, only four of the seven scheduled races in the South Bay were held. Light air plagued the regatta, as did shaky

courses, a drifting committee boat, screwed-up race results and a host of other problems. To no one's surprise, Trask's team, which represented a Pleasanton-based telemarketing company called Zacson Corporation, blew the doors off the 19-boat fleet, scoring straight bullets. Steering the boat, which is normally known as *Rhythm Method*, was Kimo Worthington. Crewing, in addition to Trask, were owner Dave Willke, Katherine Kipp and Bill Fawns.

"There were some problems," allowed Trask. "But on the whole, it wasn't a bad regatta. I was encouraged to see so many boats on the race course."

Chevron, with hot amateur sailor Scott Owens on board, came in a distant second with a 6,5,2,3 record. Several competitors expressed the view that, as far as they were concerned, Chevron won and that Zacson had "stacked the deck", breaking the spirit, if not the rule, of the Games (Fawns was the only employee of Zacson on the boat). "We thought we were entering an amateur contest," said one indignant competitor. "It was discouraging to spend the money to rent a J/24, practice after work, have inter-company tryouts to select a crew, and then get slaughtered by the J/boat factory team."

However, according to a spokeswoman for the Corporate Games, "Nowhere in the rules does it say that you have to be an employee of the corporation you race for." She went on to state emphatically that this was the "best value for the entry fee" of any regatta she'd ever heard of. Obviously, some competitors would beg to disagree: "It was a complete farce," said Sutter Sails owner Howard Macken. "What a waste of time!"

Next year's World Corporate Games — in case anyone is still interested — will be held in Hawaii on October 6-13.

- 1) Zacson Corporation, Bill Fawns, 3 points; 2) Chevron Corporation, Robert Montero, 16; 3) Kulchin & Associates, Michael Condon, 20; 4) Damon Raike, Mike Lahorgue, 24; 5) Trillium Test System, David Menis, 26; 6) Charles Schwab, Dave Sokolowski, 32; 7) Alza Corporation, Erik Minisch, 33; 8) Ernst & Young, Chris Perkins, 34; 9) American President Lines, Jim Carrick, 35; 10) Motor Parts Marketing, Robert Cardwell, 36. (19 boats)

#### Bear Bites Cardinal!

One of the greatest rivalries in Bay Area sports now has an additional venue, as

a nautical version of "The Game" — the longstanding athletic competition between the University of California Golden Bears and the Stanford Cardinals — was recently contested in the Berkeley Circle. Sponsored by the Berkeley YC and held on September 30, the best-of-three match race series was sailed in a pair of J/29s, Noel Rhodes' *Violation* and John Marsh and Andy Paul's *J'Ouvert Mornin*.

The boats proved challenging for both teams, who for the most part were more familiar with the collegiate competition standard — the FJ — than with big boats. The team captains, Stanford's David Dowd and Cal's Seadon Wijsen, flipped a coin for boat selection, with the understanding that the crews would switch boats after each race.

In the first race, Stanford was the aggressor in the pre-race maneuvering and won the start. They clung to a narrow lead until the bottom mark, where their wide mark rounding left the door open for Cal. Skipper Wijsen and crew (Steve Cobb, Paul Kerner, Marisha Lockwood, Chris Sloane, Lisa Van Krunicen, Carnet Williams and Seamus Wilmot) got inside the Cardinals, jumped on their wind and went on to win.

Race two got underway after the teams swapped boats. The large spectator fleet,



FRANK LAZA  
Kickoff at the Nautical Big Game. Cal went on to beat Stanford 2-0.

composed of alumni, family, friends and fellow sailing team members, began getting into the spirit by screaming out encourage-

# THE RACING

ment and tactical advice. There was even an airplane circling overhead following the racing!

Again, the Cardinal's David Dowd and crew (Paul Brotherton, Robert Brown, Scott Dale, Matt Dunbar, Sue Kown, Cathy Petzold and Peter Somers) took the start, only to give it away several tacks later by failing to cover the Bears as they took off to the normally favored right side of the Circle. When the teams converged at the weather mark, it was Cal by four boatlengths. The Bears proceeded to sail away from Stanford, which had problems getting their spinnaker up, and extended their lead to 1 minute and 15 seconds at the finish.

For their efforts, Cal took home a new perpetual trophy, one which even has the traditional axe on it. Members of the Cardinal sailing team have already vowed to get it back next year, one way or the other.

Berkeley Yacht Club Commodore Michael Yovino-Young, a 1963 graduate of Cal, was the driving force behind this inaugural regatta. "I hope the alumni associations of both schools will fully support next year's Second Annual Match Race Regatta next year," stated Yovino-Young.

— frank laza

## Yankee Cup

The annual HDA/IMS "champion of champions" race, better known as the Yankee Cup, was held on October 14-15 off Little Harding Buoy. Sponsored by the Corinthian YC this year, the two-day, three-race showdown pitted the winners and runners-up of the five HDA divisions (PHRF racing) and two YRA/IMS divisions against each other. The other handicap venue on the Bay — IMRDA — is a separate entity from YRA, and wasn't invited to compete.

Sausalito YC boats cleaned up in both divisions: Sam Hock and his Islander 28 Jose Cuervo beat out the nine-boat PHRF class to win the HDA half of the Yankee Cup, while Bill Riley won the four-boat IMS class with his unstoppable Olson 25 Pearl. This was the first year that the two divisions have sailed separately — last year, when the IMS boats competed under PHRF, Pearl won.

"The big ebbs favored little boats," allowed Hock, who iced the series by winning Sunday's long race, a 10.7 miler sailed in a building 5.6 knot ebb. Riley, a 20-year veteran of the Harding race track, slam-dunked the IMS competition with straight

bullets.

"It's not a very interesting regatta," said one competitor. "It's just a drag race against the clock, an exercise to see who has the best rating for the conditions."

PHRF — 1) Jose Cuervo, Islander 28, San Hock, SYC, 6.75 points; 2) Gammon, Tartan 10, Randy Broman, SCC, 9.75; 3) Harp, Catalina 38, Mike Mannix, Island YC, 12; 4) Dulcinea, Killer Whale, Pritchard/Mathiasen, IYC, 13; 5) Crinan, C&C 30, Bill West, EYC, 14.75; 6) Intrepid Fox, Cal 3-34, Ken Richards, CSC, 18; 7) Corsair, Serendipity 43, Craig Brown, SYC; 8) Ouessant, Farallon Clipper, Gene Buck, CYC, 20; 9) Sonata, Lapworth 39, Weaver/Lockwood, RYC. (9 boats)

IMS — 1) Pearl, Olson 25, Bill Riley, SYC, 2.25 points; 2) Wavetrain, Olson 911S, Rick Caskey, RYC, 6; 3) Jackrabbit, Islander 40, Dave Liggett, LGYC, 9; 4) Surefire, Frers F-3, Jonathan & Matthew Carter, EYC, 13. (4 boats)

## Rolex Women's Keelboat Champs

Jody Swanson, the 1987 collegiate all-American sailor from the University of Michigan, has got to be the hottest woman sailor in the country, if not the world, these days. On September 15-22 in Newport, RI, she added the prestigious Rolex International Women's Keelboat Championship to her growing list of credentials, which include winning the 1989 Adams Cup in late August. Swanson, who roams out of Buffalo, NY, won the seven race (one throwout) J/24 regatta impressively, rattling off a 2,2,3,4,1,1,1 series.

Forty-six boats from 13 countries (30



from the U.S., three from Canada, two apiece from Russia, Japan and New Zealand and one each from seven other countries) competed in this third biennial women's contest. The only Bay Area boat entered was a Corinthian YC effort skippered by Marcia Peck-Mahoney, which came in 28th. "It was the hardest competition I've ever seen," claimed Peck-Mahoney, who was joined in

## SUMMER BEER CAN RACE RESULTS

### Bentley YC Thursday Nights

CLASS A — 1) Freestyle, C&C 33, Jones/Bradshaw; 2) Criterion, C&C 40, John Dunbar; 3) Invictus, C&C 40, John Webb.

CLASS B — 1) North Mist, Catalina 30, Jim Aton; 2) Vicki Lynn, Cal 27 MK II, Willie Nelson; 3) Windflower, Santana 30, Don McCown.

CLASS C — 1) (tie) Darwin, Bristol 27, Chuck Hooper; and Dispute, Chrysler 26, Noble Brown; 3) Disney Girls, Newport 27 Mk II, Mike Maggart.

OVERALL — 1) North Mist; 2) Freestyle; 3) Invictus.

(28 races; 6 throwouts; 25 boats)

### Berkeley YC Friday Nights

1) Upper Bound, Cal 20, Peter Fowler. (24 boats based on 26 races; scoring is "horserace style", i.e., only first place counts.)

### Corinthian YC Friday Nights

OLYMPIC — 1) Lestat, Etchells 22, Joe McCoy, 94 points; 2) Second Edition, Soling, Mark Murray, 52; 3) Amopola, Star, Bob Hall, 51. (18 boats)

CLASS II (0-179) — 1) Dragon, J/35, Rich Morse, 87; 2) AWB, J/24, George Peck, 65; 3) National Biscuit, Schumacher 35, Colin Case, 64. (25 boats)

CLASS III (non-spinnaker, 0-179) — 1) Accounts Payable, IOD, Richard Pearce, 73; 2) Absolute, I-36, Steve Schreider, 60; 3) Ollas, Pearson 10M, Ed Kerwin, 50. (18 boats)

CLASS IV (180-up) — 1) Spaeliese, Catalina 27, Hans Fallant, 83; 2) Magic Bus, Custom 26, Dave Van Houten, 56; 3) Tension II, Cal 20, John Nooteboom, 55. (14 boats)

CLASS V (non-spinnaker, 180-up) — 1) Freya, Catalina 27, Larry Nelson, 86; 2) Kinship, Ranger 23, Ken Frost, 49; 3) Sundancer, Santana 22, Frank



**Marcia Peck-Mahoney's Bay Area women's team in the heat of the Rolex battle.**

the campaign by Anna Peachy, Kay Rudiger, Melinda Groen, Katherine Kipp and Helena Guy.

Other California teams fared better. Defending champion JJ Isler of San Diego, sailing with three top-notch Bay Area women

(Pam Healy, Jennifer Dunbar, and Louisa Heer) among her crew, came in third; 470 Olympic gold medalist Allison Jolly of Long Beach came in fifth; and Leslie Deardorff of Carpenteria came in ninth.

1) Jody Swanson, Buffalo, NY, 9.2 points; 2) Betsy Alison, Newport, RI, 17; 3) JJ Isler, San Diego, CA, 37.5; 4) Heidi Backus, Vermilion, OH, 45;

5) Allison Jolly, Long Beach, CA, 53; 6) Heidi Ziegler, Darien, CT, 54; 7) Corey Fischer Sertl, Rochester, NY, 55; 8) Susan Milnes Wallace, Norwalk, CT, 58; 9) Leslie Deardorff, Carpenteria, CA, 63; 10) Nancy Haberland, Newport, RI, 64. (46 boats)

#### Race Notes

Not surprisingly, most of the regattas scheduled for October 20-21 (the weekend after the big Shake n' Bake) were cancelled or postponed. Among those put on hold were the **Marriott Team Racing Regatta**, the Singlehanded Sailing Society's **Vallejo One-Two**, the **J/29 PCCs**, and the **Mercury/Snipe Regatta** at the Saint Francis YC.

In fact, there was only one regatta that weekend that we know of — Sausalito YC's **Lady Skipper's Regatta**. Eleven boats showed up for that club event, which was sailed in a blustery 30-knot southerly on October 21. Results of the spinnaker racing: 1) Camille, Stewart 42, Gayle Permar; 2) Jose Cuervo, Islander 28, Stephanie Magruder; 3) Shanghai Lil, Ranger 23, Sylvia Tolk. Non-spinnaker: 1) Desperado, Irwin 39, Kathie Forte; 2) Inshallah, Santana 22, Shirley Bates; 3) Dragon, J/35, Lee Roberts.

The Ong Show: Richmond YC hosted the four race, no throwout **Jim Ong Memorial Regatta** for Cal 20s and Santana 22s on September 30-October 1. Fifteen Cal 20s raced in the light air event (it was part of their season championship, which Mike Schaumburg won), while only seven Santana 22s showed up. Results of the Cal 20 fleet

## SUMMER BEER CAN RACE RESULTS — CONT'D

Brooks, 47. (14 boats)  
(20 races, 0 throwouts)

### Encinal YC Friday Nights

CLASS A — 1) Zephyros, Olson 30, Dave Oliver, 4.25 points; 2) Top Gun, Express 27, Bill Mohr, 9.75; 3) Pinstripe, J/29, Mike Casey, 11. (14 boats)

CLASS B — 1) Loose, Cutom 24, Jerry Fisher, 3; 2) No Slack, Olson 25, Bill Thurman, 9. (8 boats)

WABBIT — 1) Contingent, Jerry Keefe, 3.5. (5 boats)

CLASS C — 1) Werhawk, Hawkfarm, Bill Patience, 3; 2) Phantom, J/24, John Gulliford, (7 boats)

CLASS D — 1) Sequake, C&C 29, John Marshall, 4.25. (5 boats)

CLASS E — 1) Nightingale, Nightingale, Tom Wylie, 4.25; 2) Rhombus, International 110, Jim Bilifer, 6.75. (8 boats)

CLASS F — 1) Starbuck, Black Soo, Don Goring, 7.5; 2) Hobbes, Nonsuch 33, Tim Mitchell, 10.8; 3) Fat Cat, Catalina 30, Seth Bailey, 10.8. (15 boats)

CLASS G — 1) Buffalo Honey, S-22, Lou Fields, 4.25; 2) Tag Team, Isl.21, Art Pruitt, 7.75. (8 boats)  
(2nd half only, 4 races, 0 throwouts)

### Folkboat Wednesday Night Series

(at Golden Gate YC)

IOD — 1) Hecate, John Danforth, 13.75 points; 2) Whitecap, Tom Allen, 14.5. (8 boats)

KNARR — 1) Kestrel II, Stranahan/Williams, 11.75; 2) Red Witch, Craig McCabe, 18.25; 3) Peer Gynt, Jim Skaar, 19.5. (19 boats)

FOLKBOATS — 1) Highway, David Boyd, 14.25; 2) Galante, Otto Schreier, 15.75; 3) Volker, Jerry Langkammerer, 20.75. (14 boats)

(11 races, 3 throwouts)

### Island YC Friday Nights

DIV. A (PHRF 0-126) — 1) Top Gun (\*), Express 27, Bill Mohr, 4.25 points; 2) Zephyros, Olson 30, Dave Oliver, 12. (8 boats)

DIV. B (small ULDBs) — 1) Contingent (\*), Wabbit, Jerry Keefe, 4.25; 2) WPOD, Wabbit, Bill Erketens, Jr., 9.5. (7 boats)

DIV. C (J/24) — 1) Phantom (\*), John Gulliford, 3; 2) JPJ, Pete Crystal, 6.75. (4 boats)

DIV. D (PHRF 127-180) — 1) Eclipse, Hawkfarm, Kim Desenberg, 4.25; 2) Warhawk (\*), Hawkfarm, Bill Patience, 5.5. (8 boats)

DIV. E (PHRF 181-up) — 1) Two-Bits (\*), Cal T/4, Marcine & Ray Osborn, 3; 2) Lost Miner, Catalina 27, Gary Hausler, 10. (6 boats)

DIV. F (non-spinnaker) — 1) Wasabi, Holder 20, Ken Walters, 3; 2) Starbuck (\*), Black Soo 30, Don Bogart-Goring, 9. (7 boats)

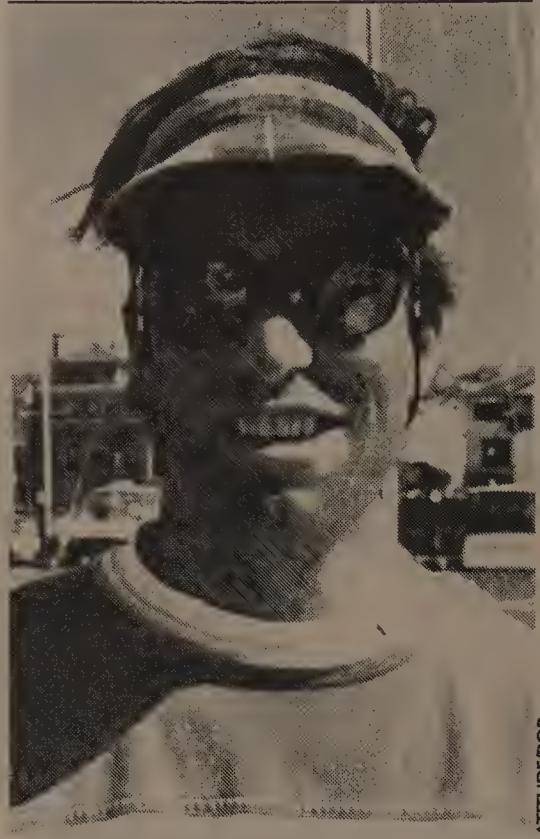
# THE RACING

follow: 1) *Humbug*, Woody Harris, RYC, 9.5 points; 2) *Tension II*, John Nooteboom, CYC, 12; 3) *Orange Crate*, Mike Schaumburg, RYC, 19.5. *Santana 22s*: 1) *Seascape*, Jim Lindsey, RYC, 5.25 points; 2) *Tacky Lady*, Charles Brochard, CYC, 6.75; 3) *Shazam*, Bud Sandkulla, IYC, 12.

Hail Columbus! Australian Peter Gilmour won the inaugural *Cadillac Columbus Cup* in mid-October on Chesapeake Bay. The new match race series pitted eight international sailing stars against each other in J/44s. Trailing Gilmour, in order, were Russell Coutts (NZ), Gary Jobson (US), Makado Namba (Japan), Valdemar Bandolowski (Denmark), Antonio Gorostegui (Spain), Kin Yellott (Baltimore, Md.), and Grigoriy "The Rib" Ribkis (USSR).

News from upriver: belatedly, here are results of three of the bigger club events that **Stockton Sailing Club** hosted in the second half of the summer. The Doublehanded Long Distance Race, a 20-miler to Mandeville Island and back, was won by *Wreckless* (Capo 26, Ralph Felton), followed by *Alzora* (Olson 25, Rex Mallott) and *Audacious* (Moore 24, John Hollenback). The Singlehanded Race went to *Shenanigans* (Merit 25, Pat Brown), followed by *Chaos* (Columbia 5.5). And the Race of Champions, a race among the winners of the Sunday Series, was topped by *Faded Badley* (J/30, Dana Badley), trailed by *Shenanigans* and *Chaos*. "Sailing up here is different than on the Bay," says Pat Brown. "Bathing suits and a lots of water balloons are mandatory."

The third largest fleet in the 26-year history of the **San Diego-Ensenada Race** (109



LATITUDE/ROB

*Like father, like son: Kimo Worthington, Don Trask's son-in-law and sailing sidekick, has been hot lately, too.*

boats) enjoyed a safe and slow ride down the coast on October 6. George Folger's N/M 68 *Swiftsure* was first to finish the 62-mile slide, winning IOR honors in the process. *Maverick* and the newly reactivated *Kathmandu* were second and third. Dean Fargo's *Swan 57 Lady Godiva* was the big winner in PHRF.

Attention, pebblestars: San Francisco YC and the newly formed **Northern California Youth Sailing Association (NCYSA)** will hold a youth regatta and symposium on November 11-12 at SFYC. The weekend is open to

juniors (under 19) and will be held in El Toros and Lasers. The entry fee is a reasonable \$10. For more on the regatta and symposium, call Phil Bickford at SFYC (435-9133). To learn more about NCYSA, which is a new umbrella group to support Bay Area junior sailing, call Terri and Mike Ratiani at 564-4662.

Speaking of the San Francisco YC, their **Round The Island Race** on October 14 attracted 52 starters, a lot more than the average YRA race drew this year. The club-members-only contest, which has evolved into the most prestigious of SFYC's club races, is a clockwise lap around Angel and Treasure Islands. Kirk Smith's diminutive Rhodes 19 *Amante*, a David in a fleet of Goliaths, was the overall winner.

Long Beach YC's 13th biennial **Cabo Race** gets underway on November 10. We were unsuccessful in getting our hands on the entry list, but according to the grapevine the race isn't particularly well-attended. The only Bay Area boats we know of that are going are Donn Campion's *Merlin* (with Rick Lowrey and Peter Gibson aboard) and *Mongoose*, under charter to Larry (Morningstar) Doane, who'll bring Kame Richards and Carl Schumacher, among others.

The **17th Annual Around the Island Race** drew 20 Lasers and 7 Laser IIs to a "square" starting line off host Encinal YC on October 8. Boats could sail either way around the island of Alameda, with the "right" way proving to be clockwise (downwind first) this year. Most of the fleet went this way, possibly because there are three bridges that need to be negotiated by capsizing and

## SUMMER BEER CAN RACE RESULTS — CONT'D

DIV. G (*Santana 22*) — 1) *Anemone* (\*), Hank Lindemann, 8; 2) *Buffalo Honey*, Lou Fields, 7.75. (6 boats)

(2nd half only; 4 races, 0 throwouts; asterisk indicates combined score winner for both halves)

### Sausalito Cruising Club Friday Night Series

DIV. I (spinnaker < 200) — 1) *Werewolf*, Cal 29, John Hauser, 4.25 points; 2) *Delos*, J/24, Ted Gallup, 10; 3) *Ruckus*, Newport 30, Paul von Wiedenfeld, 17. (10 boats)

DIV. II (spinnaker > 200) — 1) *Impossible Ranger* 23, Gary Kneeland, 5.50; 2) *Shanghai Lil*, Ranger 23, Gary Wienke, 11.75; 3) *Royal Flush*, Ranger 23, Dan Richardi, 14. (9 boats)

DIV. III (non-spinnaker) — 1) *Inshallah*, Santana 22, Shirley Bates, 11.5; 2) *Windwalker*, Islander 36,

Bill De Meulenere, 11.75; 3) *Amanda*, Newport 30, Patrick Brinerick, 13. (14 boats)

(2nd half only; 4 races, 0 throwouts)

### Sausalito YC Tuesday Nights

#### "Sunset Series"

DIV. A (spinnaker) — 1) *Pearl*, Olson 25, Palmer/Mellor/Riley, 9.5 points; 2) *Mirage*, Express 27, Noel Wilson, 21.25; 3) *Dragon*, J/35, Rich Morse, 28.75. (11 boats)

DIV. A (non-spinnaker) — 1) (tie) *Camille*, Stewart 42, Bill Permar, and *Corsair*, Serendipity 43, Craig Brown, 16.5; 3) *Takeoff*, Laser 28, John Jones, 30.5. (7 boats)

DIV. B (spinnaker) — 1) *Jose Cuervo*, Islander 28, Sam Hock, 9.75; 2) *Wahope II*, Newport 30, Walt Wilson, 23.75; 3) *Delos*, J/24, Ted Gallup, 29.75. (9 boats)

DIV. B (non-spinnaker) — 1) *Inshallah*, Santana 22, Shirley Bates, 18.5; 2) *Kestrel*, Knarr, Wayne Stratton, 20.75. (5 boats)

NOVICE — 1) *Scooter*, unknown, Joe Speer, 24. (7 boats)

(10 races, 2 throwouts)

### South Beach Harbor YC

#### Friday Nights

SPINNAKER — 1) *Outrageous*, Cal 2-30, Larry Potts, 3 points; 2) *Geppetto*, C&C 34, Mark Filippini, 9; 3) *Witching Hour*, Olson 25, Keith Moore, 10. (8 boats)

NON-SPINNAKER — 1) *Fast Lucy*, Nonsuch 36, Mike Katz, 3; 2) *Dancing Bear*, John Henderson, Catalina 30, 7.5; 3) *Allegra*, Catalina 27, Doug Gooding, 16. (17 entries)

(Second half only; 6 races, 2 throwouts; *Fast Lucy*



LATITUDE/ROB

**RYC's Ong Regatta — light air, close racing.**

swimming (hopefully with the current and the wind) the boat under to the other side.

First-to-finish in the light air event was a Laser II sailed by RYC's hot juniors Matt McQueen and Forrest Fennel; second went to Bart Harris and Michele Logan. The top three Lasers were sailed by Ed Bass, George Pedrick and Charles Witcher, while Patrick Whitmarsh had the distinction of being the top "wrong way" Laser sailor. Prizes were various Laser paraphernalia donated by the Seabird Sailing Club.

The 1990 MORA racing schedule, as reported in *The Controlled Broach* (the "official propaganda of the Midget Ocean

won overall for the season)

**Vallejo YC Weekend & Wednesday Night Races**

DIV. A — 1) Zinfandel, Newport 30, George Van Dolson, 176 points; 2) X Ta C Olson 29, Bill Switzer, 170; 3) Rubalyat, Newport 30, John Ansman, 146. (13 boats)

DIV. B — 1) Sleeper, O'Day 27, Gary Cicerello, 120; 2) Shred, Santana 23, John Tyer, 109; 3) California Girl, Cal 29, Ken Flippin, 103. (11 boats)

DIV. C — 1) Risky Business, Santana 22, Tom Roll, 146; 2) Stormin, Ranger 23, John Wilson, 134; 3) Demonstrator, Freedom 20, Phil Hartin, 113. (15 boats)

(Season results for 23 Wednesday night races and 7 weekend races. 0 throwouts)

Racing Association"), will consist of the following races: the Lightship Race (no changes); Junior Waterhouse (now only to the Northern Approach Buoy and back); Corlett (on a non-holiday weekend, this one will go to Drake's Bay, Lightship, finish); Farallons (no change); Ocean Vallejo (to Lightship only, then to V-town); Jim Ong (now to channel entrance buoy #2, Alcatraz, Blossom Rock, finish and party at CGYC); Duxbury Lightship (replaces Fall Drakes Bay; finish and possible party at Sausalito YC); and Half Moon Bay Race (no change). "The changes reflect what the majority of MORAns want," said Commodore John Dukat. "If anything, the new schedule should make it easier than ever to get out and enjoy the midget ocean."

Better late than never: Encinal YC's Bill Keith sailed his Ranger 29 *Kamala II* to victory over two other boats in the Wallace Cup on September 17. The Cup, an annual competition between East Bay yacht clubs, was hosted by Oakland YC, which picked boats rating 180 as this year's weapons. The lead in the winner-take-all race changed hands four times, but at the gun it was *Kamala II*, followed by Oakland YC's Ready II and Marina Bay YC's Revision, both Catalina 30s.

A Grimm Reminder: Peter Grimm, chairman of the 1990 AUDI SORC, recently sent us an update on the upcoming SORC, to be held in a two week period commencing March 1. The racing will consist of two days of course racing in Tampa, the long St. Pete-Ft. Lauderdale race, three buoy races on the east coast of Florida, and an overnighter in the Gulf Stream as the finale. Classes will be for IOR (sponsored yachts will be permitted),

IMS (one division only this year — is this "new" rule slipping on the East Coast?) and PHRF.

The meek shall inherit... Gary Meeker sailed his *Velella* to victory against an eight-boat fleet in the Ericson 27 Regional Regatta on September 30-October 1. Maurie Lundberg's *Skol* came in second in the Ballena Bay YC-hosted three-race series. Any Ericson 27 owners interested in participating in class races or cruises are encouraged to call Bill Lewis at (408) 432-3000, ext. 1126.

Circle the wagons: the 45th annual El Toro Stampede occurred on the weekend of October 14-15 at Richmond YC. Run by the local 505 fleet, the fun-filled weekend consisted of team racing on Saturday (won by Fremont SC), followed by races for every level of skill, weight and age on Sunday. Winners of the 34-boat main event — the two-race Stampede itself — were young Jason Fain (2.75 points), Chris Gasparich (5) and Dennis Silva (5.75). Winner of the so-called Green Bottle Race (a backwards sailing race this year) was Dennis Silva, followed by the Big Daddy, Bob Klein.

First notice: the 1990 Kenwood Cup will be held in Hawaii between August 3-16. There will be separate divisions for IOR, IMS and ULDB (50-70 IOR). Remember, the dreaded Hate-the-State Race has been replaced by a relatively easy 390-miler from Honolulu to Kaula Rock...

**USYRU championships:** Olympic FD sailor Paul Foerster of Corpus Christi won the Mallory Cup (men's sailing championship) in J/22s in Galveston Bay on Sept. 19-23. Area G — that's us — was one of only two of the 11 USYRU regions not represented... Alan Egusa of Manhattan Beach, Ca., won the Alter Cup (multihulls) in Detroit on Sept. 26-29. Area G's Reno-based team of Patrick Porter and Wayne Mooneyham came in a respectable fifth out of ten competitors in the Hobie 21 regatta...

Speaking of USYRU events, Sausalito YC's Craig Brown and the crew of his Serendipity 43 Corsair earned the right to represent Area G at the **USYRU Offshore Championship** for the Lloyd Phoenix Trophy in Annapolis on November 3-5. Sailed at the Naval Academy in archaic dark blue Luders 44s, the stated objective of the event is to promote amateur racing in offshore events — an idea worth getting behind. Brown et. al. defeated Al Holt's Olson 30 *Think Fast* in a closely contested best two-out-of-three series on September 30-October 1 for the right to take the road trip.

# CHANGES

With reports this month from *Enchantress* in Spitsbergen; from Papi's Deli on the *Some Like It Hot Cruiser's Rally* and the *Cruisers' Christmas Carnival*; from *Nalu IV* in Yugoslavia; from *Windancer* on *Five Year Permits in Mexico*; from *Forward* on *Hawaiian User Fees*; from *Weatherly* on *Medical Myths in Mexico*; and *Cruise Notes*.

## Enchantress — G. Banks Schooner

Klaus & Ute Rabe  
Spitsbergen 80°N  
(San Francisco)

On this, our fourth season out, we have once again been close to the North Pole, the ice limit being at 80° near Moffin Island, Svalbard. You promised us Roving Reporter insulated underwear two years ago!

Anyone who has been to the polar regions keeps going back; it's an incurable bug. Who knows, next time we may winter there!

Most recently we've been bumming around Scandinavia for five summers and have not even had time to write about our Greenland experience on the way over.

This was our second Svalbard summer; it's incredibly beautiful up there. Unspoiled and untouched (well, almost). The mountain, fjords, glaciers and geological formations are unbelievable. Wild animals are everywhere: reindeer so tame you can almost touch them, foxes, seals, walruses, polar bears, whales and billions of arctic

stride, sailing beautifully wherever we go. We believe she is the last Grand Banks schooner that actually fished that is still sailing today. Her original owner is still alive;

we met him in 1985.

You folks at Latitude keep up the good work. Meanwhile, anyone who wants to contact us during the winter of '89/90 should write us c/o Schifffergilde Bremerhaven e.V., van Ronzelen - Str. Z, 2850 Bremerhaven, West Germany.

— klaus & ute 8/22/89

## 'Some Like It Hot' Rally / Cruisers' Cabo Christmas Carnival Papi's Deli & Latitude 38 Cabo San Lucas

The new 'Some Like It Hot' California to Mexico Cruisers' Rally shirts have arrived, and they're cool as a summer breeze through the Golden Gate. The white shirts are slathered with black and overprinted with neon pink and lime 'puff' ink. We think they're our best t-shirts ever.

How do you get one? You have a chance of winning one when you enter the 'Some Like It Hot' Cruisers' Rally; you enter the Rally by sailing your boat to Cabo San Lucas, showing up at Papi's Deli, and signing in. It's both easy and free, as more than 400 skippers learned last year. One out of every ten skippers that signs up (not every tenth one!) will win a free t-shirt. All First Mates are sure winners; they get a free ice cream courtesy of Papi's.

If you don't win a 'Some Like It Hot' shirt, you can buy one at Papi's for \$12 or through the mail from Latitude 38. Yeah, it's a lot of money, but making snazzy t-shirts is expensive these days.

As for the Cruisers' Cabo Christmas Carnival (originally called the Cabo Christmas Regatta), here's what Gil and Karen of Papi's are reporting:

"We've had great response to the Cruisers Cabo Christmas Carnival from both potential sponsors and the government. The Mayor is thrilled about the idea and thinks it will be a nice way to round out his term in office. He's accepted our invitation to present the awards for the first event.

We're open to all suggestions, but the



'Some Like It Hot' shirts are black, white, neon green and neon pink. They're also available now!

tentative Cruisers' Carnival schedule is as follows:

December 1 — The Holy Frijole Chili Cook-Off and Bake Sale. After the verdict of the ten judges, the Mayor will present a trophy and 'Some Like It Hot' t-shirts to the winners. Simultaneously, there will be a bake sale to raise money for the annual Cruisers/Papi's Toys for Tots program in Cabo San Lucas. Will all of you good folks coming down remember to bring a few toys or children's clothes for the underprivileged of Cabo? So little means so much to them.

December 5 — Charity Croquet/Billiard Tournament. This will be held at the Marina Sol Condo complex near the beach. The Croquet Tournament — make sure you get a lot of practice on the trip down Baja — will be sponsored by Marina Sol Condos, and the winner will get a trophy, a 'Some Like It Hot' t-shirt, and dinner for two at the beautiful El Aquario restaurant. A charity event, there will be a small \$5 fee for each of the maximum 36 entries. Ninety dollars of the pot goes to charity; \$90 goes to the winner. If there are more than 36 entries,



COURTESY 'ENCHANTRESS'

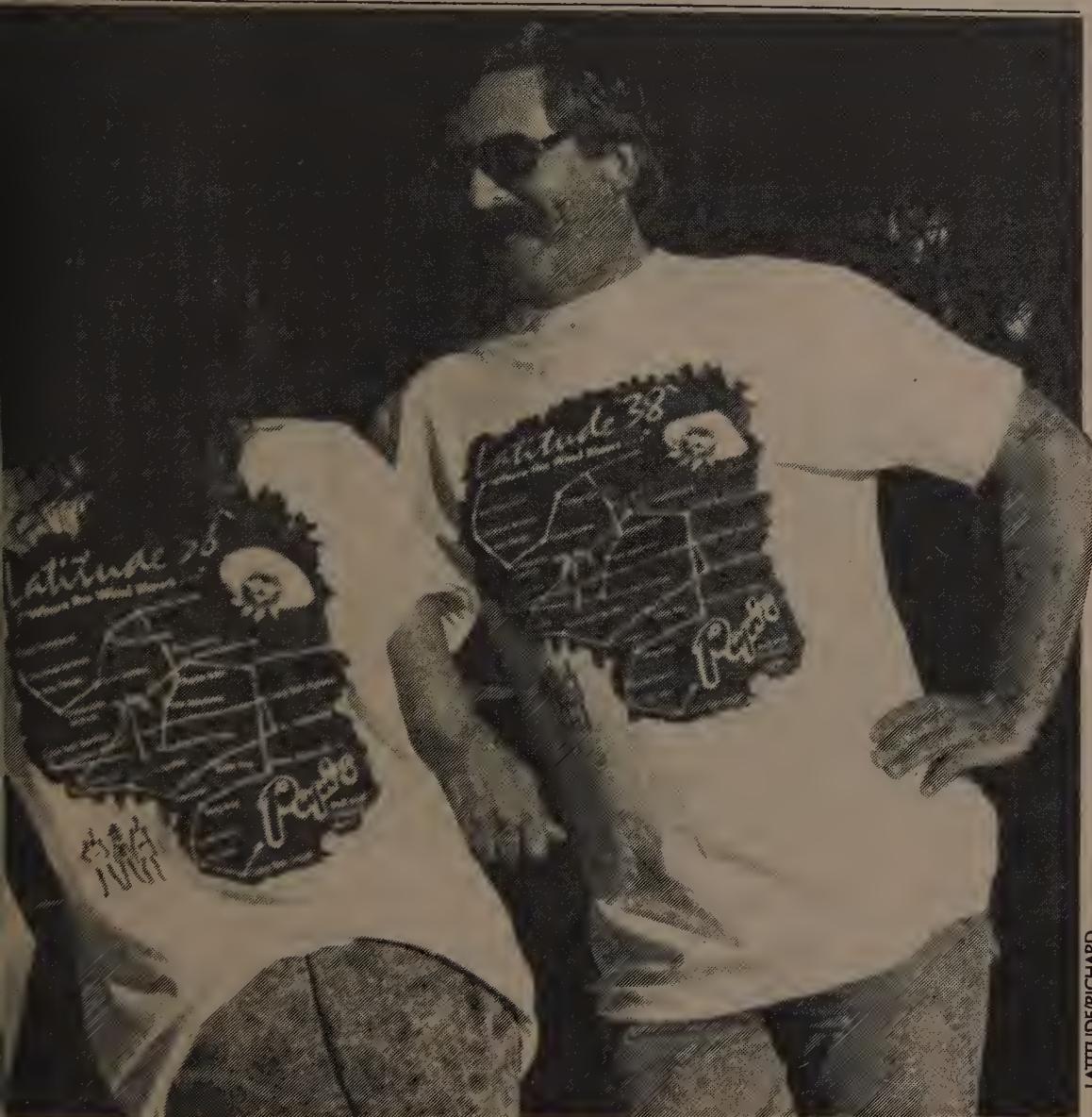
The lovely schooner 'Enchantress', one of the most active Bay Area-based sailboats.

birds. Also lovely are the incredibly delicate flowers, mosses, lichens, etc.

We've met many great and interesting people who have made the Arctic their home. It also has a fascinating history.

*Enchantress* has taken everything in

# IN LATITUDE



LATITUDE/RICHARD

we might make it a two day event.

The Billiard Tournament will be sponsored by Fred Gund Insurance. The winner will get a trophy, t-shirt, and the right to brag about his prowess for the next two weeks.

December 10-11-12 — Volleyball Tournament. Details and sponsors to follow.

December 15 — Dinghy Race and Dinghy Fishing Tournament, sponsored by the Pisces Fishing Fleet.

December 20 — Horseshoe Tournament for kids, sponsored by Papi's.

December 25 — Annual Yachties' Christmas Dinner. Details to follow.

December 31 — Annual 'Some Like It Hot' New Year's Eve Party. Details forthcoming.

There are two purposes for the Cruisers' Cabo Christmas Carnival: 1. To raise money and collect gifts for the kids of Cabo San Lucas. 2. To provide a pleasurable format through which new cruisers from all over the west coast can meet one another. Please join us!"

— papi's deli 10/25/89

Nalu IV — Lapworth 60  
Jim & Diana Green Jessie

## Kotor, Yugoslavia

(Oakland Yacht Club)

If anyone is thinking about coming to the Med for a quiet cruise or charter, we suggest Yugoslavia's Gulf of Bokakotorska. Located just south of Dubrovnik, it's one of the most beautiful and least cruised areas of the Adriatic. The folks in the tourist bureau says it's been "entered in UNESCO's List of the World Natural and Cultural Heritage" — whatever that might mean.

Most people who sail the Adriatic start from Dubrovnik and head north along the lovely Dalmatian Coast. And why not? It's warm, clean, and dappled with tiny villages and wonderful anchorages. It's inexpensive, too!

We might have only seen that area too, had not a slight hitch in our rendezvous schedule allowed us the opportunity to visit Bokakotorska. This incredible fjord is not on the Adriatic mainstream for cruisers. It's true than many Europeans visit the area at places like Club Med, but very few cruise the spectacular gulf.

Almost immediately upon entering the gulf, you are surrounded by tall mountains. This reminded us of the peaks surrounding

Lake Tahoe, but without the snow. Like most of the Med — and even Lake Tahoe — a lot of motoring was required.

When the wind does come up on the Gulf of Bokakotorska, it's like lake sailing with great fluctuations in wind direction and velocity. It can be flat calm one moment and ten minutes later there is a squall with lightning, thunder, torrents of water and 45 knots of wind. Just as bad, the temperature will have plunged 20° and you feel like you're about to freeze. Ten minutes later it's cleared up, you're stripping down to shorts and reaching for an ice cold beer.

Even though the occasional squall does drop the temperature, the summertime water temperature is very comfortable. The water sure is clean. How often can you drop your hook and look over the bow to watch it bite and set?

In the magical setting of the Gulf of Bokakotorska we visited a wide variety of



JIM & DIANA JESSIE

Diane Green Jessie at the wheel in Yugoslavia.

towns and cities. They varied from the ancient walled city of Kotor to the bustling, modern metropolis of Herceg-Novi. Our first night was spent alongside the old quarter at Risan in the northernmost corner of the gulf. There we entertained a constant stream of visitors who wanted to know where we had come from, how long we had sailed, and what we thought of Yugoslavia. The ship's cat, Zorba, benefitted

# CHANGES

greatly as the locals brought freshly caught fish to satisfy his hunger.

We humans did as well as Zorba. We were brought gifts of flowers, advice about places to visit, and help with provisioning. Yes, many people spoke excellent English, which was much to our delight since Serbo-Croatian is such a . . . well, difficult.

Although a communist country, there is no shortage of Catholic churches in Yugoslavia. The churches are beautiful, well cared for, and frequently used. Another ubiquitous presence is that of Joseph Tito, who died in 1980. Mature readers will remember Tito as the partisan guerilla leader who fought the Germans in World War II, established a communist government after the war, appointed himself President-for-Life, and then split from Stalin to become the first independent communist leader. With a status just short of sainthood, Tito's photograph is seen in every office, store and hotel. His name is outlined in white rocks on mountainsides and on major thoroughfares in every town.

Our second evening we anchored in the ancient walled city of Kotor. Although the old stone buildings are crumbling and thus constantly in repair, the city thrives. We can't figure out what they do for water and power as there is no way to install pipes or conduits in this ancient site.

We anchored at Kotor because of the \$1.20 per meter fee charged for tying along the quay. We did have to pay 40¢ per meter on the hook. We were joined out there by *Tempo II*, old sailing companions from Darwin, Australia, as well as one other American boat. The three of us constituted 'high season' in Kotor. While there was a slight fee for hanging at the hook, it was made up for the bargain meals ashore. For the incredibly low sum of \$12 for the two of us, we had filet mignon, green salad, french fries and local wine. We hadn't had beef so good since the stockyards of Chicago.

On the third day we sailed and then motored to a lovely anchorage off the Club Med called Uvala Krtole. Enroute we endured a frightening thunderstorm and wild winds. Twenty minutes later we'd come through with flying colors, and that was it for heavy weather.

Investigating some interesting rock formations along the shore, we later learned they had been submarine pens. The camouflage was still in place, but we



*Inexpensive and virtually unknown, the Bokakotorska Gulf makes for excellent cruising.*

couldn't see any signs of use. But when we got too close to the shore, we were waved away by smiling, armed guards who watched us from the shore. We could also see lookout towers with guards on duty on the mountains surrounding the entrance to the Gulf. Pentagon please take note.

Armed guards notwithstanding, Yugoslavia is a wonderful place to cruise. It is changing rapidly, however, so that quoting costs and regulations would be a waste of time. Suffice it to say that the costs are the lowest we have encountered in the Med. But that's just one attraction of the Gulf of Bokakotorska. Others are very friendly people yet to be jaded by throngs of visitors, weather as spectacular as the scenery and the encouragement of sailing in the buff! What else could you ask for?

— diana 9/9/89

## Five Year Permits For Mexico

**Windancer — Tayana 37**

**Jack & Sylvia McMillen  
(Cabrillo Marina, San Pedro)**

Having spent from November of 1987 until April of '89 exploring the west coast of Mexico and the Sea of Cortez, including several months at various anchorages

including San Carlos (Guaymas Sonora) and Puerto Vallarta (Nuevo Vallarta Nayarit), we believe we are qualified comment on a couple of items you addressed in the September issue of *Latitude*.

We don't agree with your assessment concerned Five Year Import Permits. While Diane on *Eagle's Song* has been known for passing incorrect information concerning various issues, she is correct about the hassle one goes through in the attempt to secure Five Year Permits. The local Aduana (Customs) officials attempt to extort up to \$1000 U.S. to secure a permit, and the renewal of the Six Month permit is certainly not the automatic formality it used to be.

Officials in La Paz, Cabo, Mazatlan and Puerto Vallarta try to milk as much as they can from unwary yachties trying to renew the Six Month Permits. It is well known in the cruising fleet that it is often necessary to travel great distances to Santa Rosalia or San Blas to get the permit renewed. Unless, of course, you're willing to pay the *mordida*.

We submitted our request for the Five Year Permit over five months before our Six Month Permit expired. Since we never got the Five Year Permit, we quietly departed the country without being legal. You sure feel uncomfortable when you have to resort to such measures, however.



JIM & DIANA JESSIE

On another subject, yes, there was severe outbreak of *tourista* in Puerto Vallarta last season. No problem with the water in Nuevo Vallarta, though. With the channel into Nuevo dredged to more than four meters at low tide, there is no longer the problem entering or departing. Also the new *mercado* at the marina is now open and stocks just about everything a yachtie needs in the way of grub and booze at fairly reasonable prices.

One other suggestion. We found that the more Spanish we learned, the easier things were — and the more fun we had. So folks headed south should bone up on their Spanish.

We plan to work for a couple of years and then cruise the Caribbean.

— jack & sylvia 10/9/89

Jack & Sylvia — Our "assessment" to suggest waiting until getting to Mexico to file for a Five Year Permit was based on three things:

1. That getting an extension to Six Month Permits had not historically been a problem. Has it really become that difficult and/or expensive?

2. The fact that the required paperwork for filing for the Five Year Permits seems to change faster than permits are being issued. And,

3. The fact that we simply couldn't figure out what anybody was supposed to do with all the inexplicable new forms.

As for brushing up on Spanish, that's something we certainly neglected to include in our Everything You Wanted to Know . . . article on heading south.

**Burned on User Fees**  
**Forward — Vancouver 25**  
**Stephanie Kearns**  
**(Berkeley)**

Forward departed Cabo San Lucas on April 20 and arrived in Kahului, Maui on May 18 with myself and my friend & crew, Anne, aboard. When we cleared Customs, I was surprised to learn that I had to pay the yearly \$25 User's Fee. I asked the Customs official why I was not exempt, since my boat was under 30 feet. He said, "In Hawaii all vessels arriving from a foreign port are required to pay the fee." He added that if I wanted to protest it, I would have to contact the District Director in Honolulu.

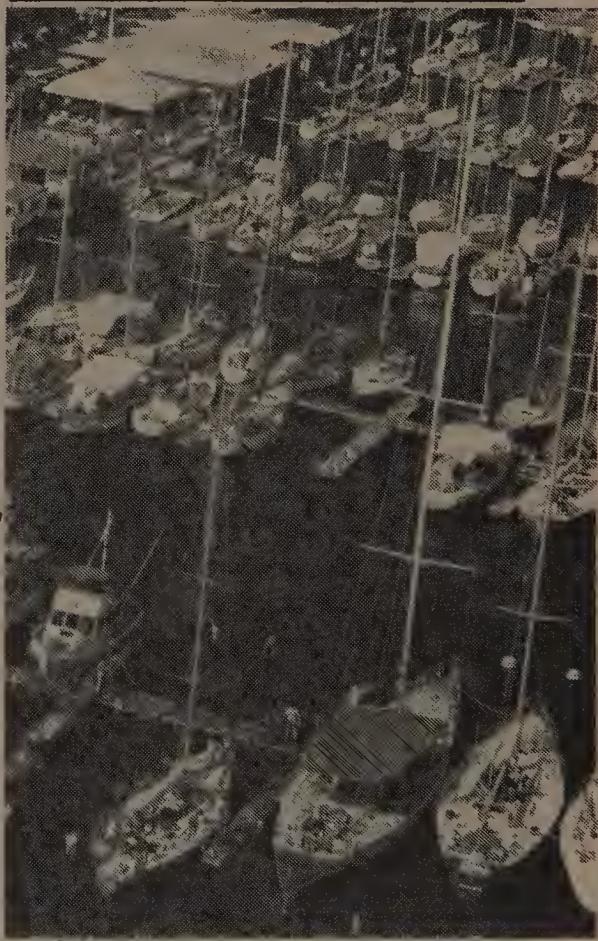
We left Kahului the next day for Hilo. Shortly after we arrived, my friend Jim Baker on *Bosun*, a Falmouth 22, arrived and also had to pay the User's Fee. He protested vigorously and called Customs Inspector Appleyard in Seattle, who confirmed that boats under 30 feet are exempt from such user's fees. Inspector Appleyard advised Baker to bring his payment receipt and boat document showing his boat's length to George Roberts, the District Director, in Honolulu. Armed with that information, Baker presented his case to the Customs official in Hilo — and was given his \$25 back! Apparently it had not yet been deposited in their bank, so they didn't have to go through all kinds of red tape to refund it.

Don on *Gavotte*, a Cascade 29, called the Honolulu Customs office to ask for a refund on his money and was told that he had to write Customs in Maryland because all the payments originate from there. He left it at that, thinking he might write them when he returned to the mainland.

I decided to go directly to Honolulu Customs instead of writing. But they told me I would have to submit my refund request in writing to the Honolulu District Director because the main office in Maryland would never issue a refund without approval from the office accepting payment. I expressed my doubt that the Honolulu office would approve and forward

my request, since they appeared to be deliberately altering federal law in their favor. The woman I spoke with was sympathetic and agreed that my request would most likely die in Honolulu.

I then asked to speak to the District Director, who was unavailable, but I was able to speak by phone with Asst. Director Creighton Goldsmith. I told him I wanted to get his office's official position on the situation because I intended to publish a letter such as this. He hedged a bit — I assume to determine how much I knew about the law — and finally asked if I had purchased anything during my 15 month stay in Mexico. After I admitted I had



LATITUDE/RICHARD

*It makes no difference if your boat is 10 feet long, if you sail to Hawaii, you better be prepared to pay the User Fee.*

bought food and fuel in Mexico, he concluded the discussion with some reference that Forward had "imported goods" and was therefore liable for the User Fee.

Well, I wrote my letter the Honolulu District office, and as you can see, they didn't forward my refund request to Maryland. Roberts said the provision

# CHANGES

exempting small pleasure boats not importing goods from the User Fee applied to boaters along the Canadian and Mexican borders who make frequent journeys. He said he couldn't accommodate my request for a refund because "the nature of a voyage from any foreign country to the Hawaiian Islands does not fall into this category".

I guess I just want to warn all other captains of boats under 30 feet that they should expect to come up with the \$25 User Fee when arriving in Hawaii from a foreign port.

— stephanie 10/11/89

**Stephanie —** Based on the information you've given us, it's really hard to tell whether Roberts and the other Customs folks are acting within the law or are steamrolling you with a power play. If it's any consolation, it's very common for different government agencies to interpret laws in completely different ways. It's exasperating to be sure, and for each person to decide for herself/himself whether it's worth tilting at windmills.

As we understand your letter, you two women sailed your Vancouver 25 from Cabo to Hawaii (and probably other places before and after). There's not a lot of that going on, and we'd like you to accept one of our t-shirts as an expression of our congratulations. If you'd be interested in writing a little bit about your trip, we're certain there's quite a few women — and men — who would enjoy reading about it.

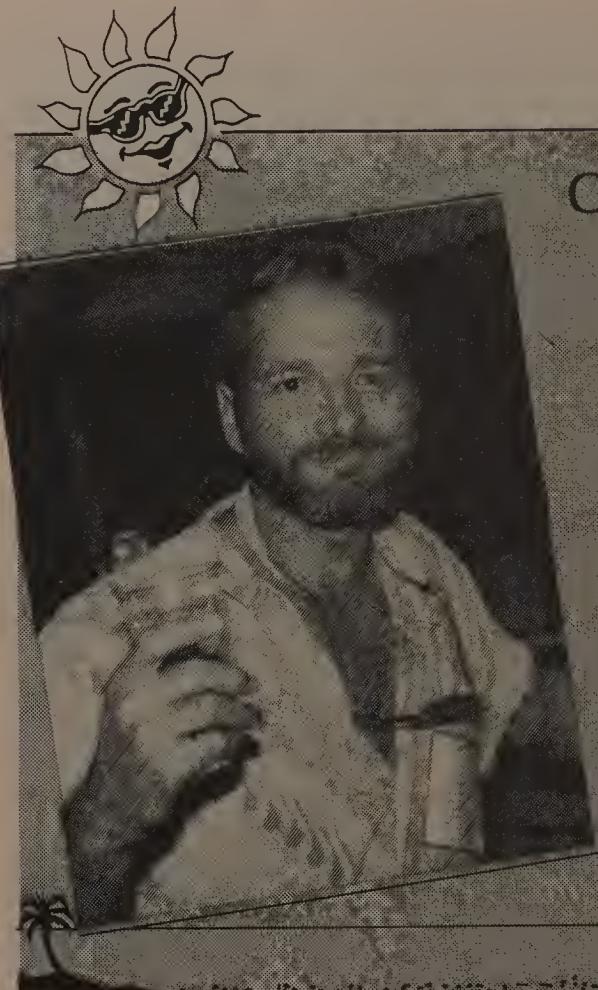
## Caveat Emptor When Cruising

**Krisarin — Fuji 32**

**Jerry Methane**  
(Marina del Rey)

Having seen ads in 1987 issues of *The San Diego Log* and *Latitude 38* for Van Bremen Yacht's new Baja Naval boatyard in Ensenada, I made inquiries. Rudy Smits at Van Bremen informed me that their yard was capable of doing the work my vessel required. So after inspecting the yard with another boater and after discussing prices and haul dates with Miguel Gonzales the yard manager, I arrived to have my vessel hauled out.

The work to be done on my boat was the replacement of the cutlass bearing, motor mounts on the engine, and the installation of a lubrication hose from the cooling intake to the cutlass bearing in



## CRUISING THE CREW

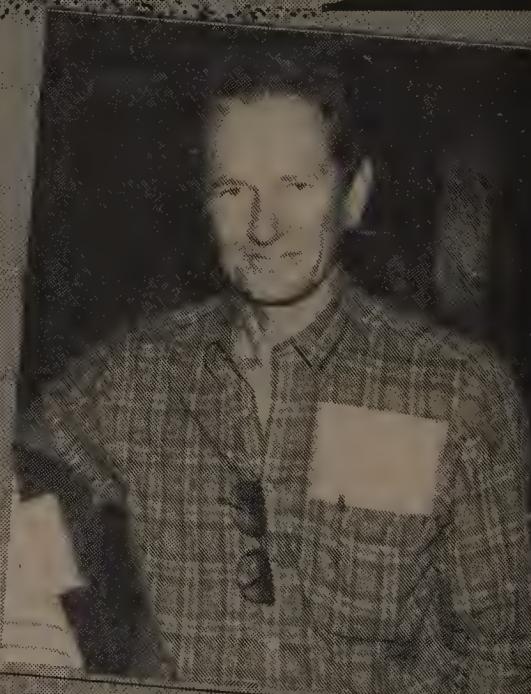
### Scott Bradley *I'N I — Fuji 32*

Scott and a friend were planning to start down the coast for *manana-land* on October 25, weather permitting. He was at the Crew List party looking for one more body to round out the watch for the trip down. Scott is one of those lucky devils for whom Mexico is only the beginning. From the Sea of Cortez, "We don't know if we'll turn left or right," says Scott with a grin. "Our plans are indefinite. We'll decide when we get there." Two additional items Scott would take if he could: "A good woman and radar."



### Sue and Richard Meldgaard *Voyageur — Grand Banks*

Powerboaters aren't a large part of any *Latitude* function, but Sue and Richard were so friendly, we easily mistook them for sailors and they fit right in at the party. They did admit some difficulty in finding crew among all the ragboaters, though. (Question of the month: should there be a "powerboat" category on future Mexico Crew List forms?) As they do every year, they'll be leaving for Mexico in March, and staying until the season ends — and hurricanes begin — in late May. Since Richard has equipped *Voyageur* "like an electronics laboratory" over the years, he really had to think when we asked what piece(s) of gear he'd choose to add if he could. All he could come up with was an inverter.



**T**he Crew Listees were out in force the night of October 5. Our Mexico Crew List party at the Sausalito Cruising Club attracted about 200 of them from all over the Bay Area, and from as far away as Sacramento and Santa Cruz. Most of those at the party were boat owners

order to increase the lubrication of that bearing. This last job was at the recommendation of the yard manager.

Later we had a dispute over the bill, which reflected an overcharge of \$200 for painting the bottom. In the ad they claimed

actively looking for crew, or potential crew on the lookout for the right boat and/or people to hook up with. Surprisingly, the two groups were near equal in number. Normally, the crew people outnumber boat owners by a good bit.

Only a few had already made their

that "all labor was \$8/hour"; well it wasn't. My boat was held until the bill was settled, even though a special trip was made to the yard by Customer Coordinator Rudy Smits — who told me the dispute was "just one of the glitches of a new business". Rudy

## LIST PARTY

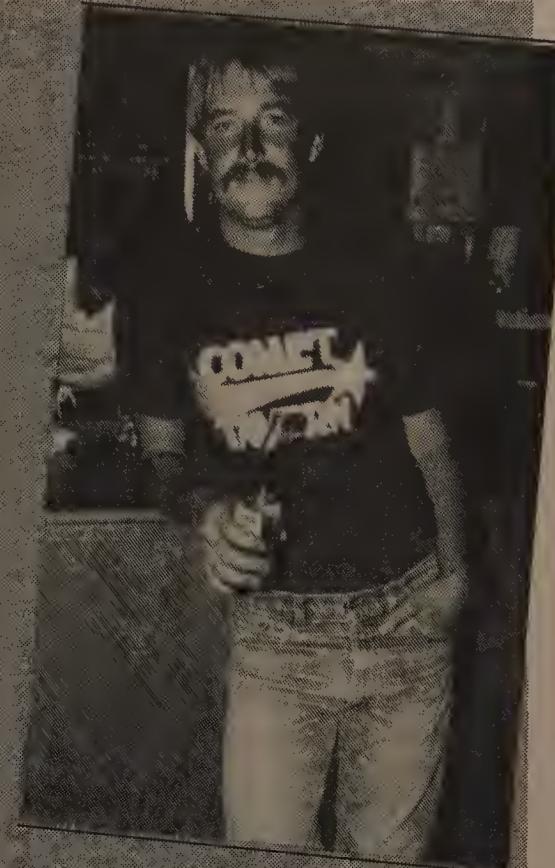


**Tom Hughes and Sarah Wright**  
*Frolic* — Yankee 30

Tom and Sarah are planning to start their 8-month Mexican cruise about the time this issue hits the streets, November 1. Though their boat is set up to be easily handled by two, they were looking for a third crewmember for two reasons: to satisfy their insurance company's three-person requirement, "and to referee," says Tom, nudging Sarah and winking. Once they arrive in Mexico, there'll be plenty of friends coming and going to satisfy the insurance carrier. *Frolic* is another boat going with minimal bells and whistles. The two things Tom would bring if he could: "10 more feet and a diesel engine."

**Stephanie and Craig Sharow**  
*Infrared* — Davidson 44

The Sharrows just picked up *Infrared* a month ago. Though they're intending to do some cruising in the boat, they're probably not going for a few seasons yet. So they were there only half-heartedly looking for crew for local sailing, and whole-heartedly enjoying the munchies and atmosphere of the get-together. "We've always read about the Crew parties, so we decided to see what one was like," they said. When we ran into them near last call, they'd been only moderately successful in finding crew for local sailing — "a couple of possibles, if they don't go to Mexico," says Craig. But since their ex-race boat is currently "in the shop" undergoing modifications to make it more cruising oriented, they weren't really upset. If they didn't find anyone this time around, they planned to hit our spring Racing/Cruising Crew List hard and heavy. The only additions Craig and Stephanie would make to the Ferrari-red *Infrared* were a Trimble navigation plotter and refrigeration.



**Jeff Nielsen**  
*Good Fortune* — 47-ft Garden Porpoise

Jeff, his girlfriend and another friend were planning to set out across the Pacific for Australia, New Zealand and beyond in mid-October. They were at the Crew Party hoping to run across one more person to help crew the long first part of that trip. Jeff, originally from the East Coast, has been planning this getaway for years. He spent the last decade fishing in Alaska and saving his money, and just bought *Good Fortune* a year ago. He'll be going spartan compared to other cruisers — navigating by sextant, for example — rationalizing that the money saved will keep him out there that much longer. Two things he'd bring if he could afford them are Satnav and radar.

connections by phone, via the published Crew List that had come out the week before. Others in attendance were simply there to enjoy the chips, sandwiches and random drawings for our new, improved, hot-pink-on-black T-shirts. And of course the opportunity to talk boats with a

bunch of enthusiastic folks who'd finally put together their cruises.

In between the usual surges of adulation and hero worship from the assembled masses, we assumed the humble role of Roving Reporter to put together a representative cross-section of

the crowd. Included in our questions was "If you could have two more things aboard that you don't have or can't afford right now, what would they be?" As you'll see, that one got some interesting answers.

assured me that the bill would be reduced to reflect the advertised amount. But when Rudy left I was still forced to pay the higher than advertised amount.

With the work completed, we headed south and arrived at my first destination, Isla

Geronimo, 36 hours later. We set the hook and went to bed. During breakfast the next morning, I noticed the wind was shifting and thus turned on the engine to warm it up prior to weighing anchor. With the wind increasing, I goosed the engine to ease the

strain on the anchor line. But for some reason the propeller failed to turn, so I secured the forward anchor, dropped the aft anchor, and went into the engine room to attempt a repair.

I immediately discovered that the

# CHANGES

transmission coupling had come apart. While devising a way to repair this problem, my mate yelled that we were dragging toward shore. The increasing wind and waves doomed my powerless vessel by throwing her on the rocks.

The Mexican Coast Guard arrived too late to salvage *Krisarin*. But the Captain was present the next morning when the bolts that held the shaft to the coupling were pulled from the bilge. The Captain also took the testimony of the lighthouse keeper who saw my vessel foundering. When he asked me why we hadn't moved to the protection on the other side of the island, I demonstrated to him that the engine worked — which he had heard from shore — and that the coupling had come apart.

Upon returning to Ensenada with the Coast Guard, the Port Captain held an inquiry into the disaster and called in the mechanic from Baja Naval. The mechanic testified that he had used Never-Seize, an anti-seize compound, on the compaction bolts. This, as was pointed out by several marine surveyors and the manufacturer of the product, was an incorrect use. Surveyors also confirmed that the bolts used on the coupling by Baja Naval were too short, and the application of the anti-seize was incorrect. The two things were a primary cause in the loss of my boat back in 1987.

Let the buyer beware!

— jerry 10/10/89

*Readers — After the loss of his boat, Methane tried to collect from those whom he believed to be responsible: Baja Naval Boatyard in Ensenada and Van Bremen Yachts in Oceanside. According to Methane, hiring a Mexican lawyer to bring his case against Baja Naval has resulted in nothing more than billings to him. He's convinced the legal system in Mexico is stacked against him in such a way that he can't win. After trying to get satisfaction from Van Bremen Yachts in the States, he was told by their attorneys that Van Bremen Yachts has only acted as an independent agent for Baja Naval and that the two companies are completely independent.*

We have no way of knowing whether the work at Baja Naval was shoddy, if the possibly shoddy work was the cause of the loss of Methane's boat, or if Van Bremen Yachts and Baja Naval are independent of each other.

What we do know is that there's



*nowhere in the world where the rights of consumers are so vigorously defended as the United States. And that there's nowhere in the world where plaintiff's legal rights are so scrupulously protected — often, in fact, to a fault. If you're thinking about having boatwork done in a foreign country, this is something you should keep in mind. Which is not to say that Baja Naval or other foreign boatyards aren't capable of good work, something Methane himself readily admits.*

*Based on our own experience in the Caribbean, however, we suggest there are certain rules to follow before contracting work at a foreign yard. Check with other customers to see that they're happy with the work and the bills. Explicitly go over the cost of everything in writing prior to hauling out. Inspect all parts to make sure they are new and not rebuilt. And most important, supervise and then double-check all work that is done on your boat. There's two good reasons for it: 1. 'Rich Americans' rarely have any kind of effective recourse in foreign countries, and 2. Even the best warranty won't save your ass if your boat slips beneath the waves.*

## Medical Myths In Mexico

Weatherly — N/A

Ken Lydell

La Paz, B.C.S.

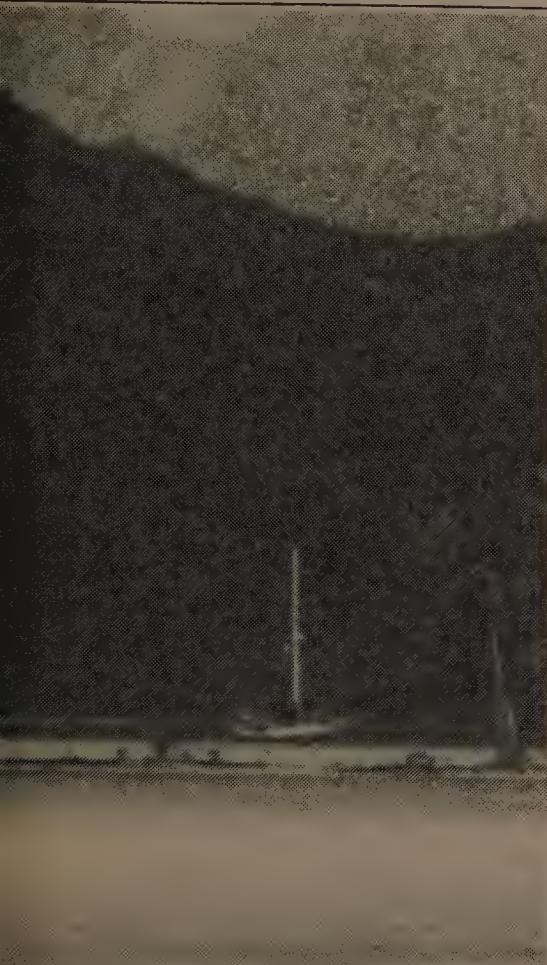
Most cruisers new to Mexico are

***Don't mess around with the Crew Lists, or you may end up here. See 'Sightings'.***

unprepared for the health hazards they will encounter in a Third World country. A lot of them will get sick and be given a great deal of advice — most of it contradictory and much of it false — by fellow cruisers. Dispelling a few myths could help some novices stay healthy or, failing that, locate safe and effective treatment.

**Myth 1:** X amount of bleach added to Y gallons of water will disinfect drinking water. There is more to it than that. The effectiveness of a given concentration of chlorine depends on the Ph of the water and the amount of organic material it contains. Bleach is ten times more potent in water with a Ph of 6.0 than in water with a Ph of 9.0. In other words, the more alkaline or 'hard' the water, the more bleach you need. Chlorine is also highly reactive, which means lots of organic matter in the water can quickly inactivate it. While 0.05 ppm is adequate treatment for very clean water, 20 ppm — or 400 times more — may be inadequate for grossly polluted water. A simple ratio of bleach to water will not insure that water has been adequately disinfected. So what to do?

A residual of free chlorine concentration of 0.10 to 0.25 ppm will kill most microorganisms, including protozoans,



JILL MARSON

viruses and bacteria in just 15 to 30 seconds. The trick is to keep the residual chlorine level at an effective level. This can be done, albeit crudely, with a swimming pool test kit. These are widely available and are reasonably easy to use.

Tincture of iodine is difficult to use in bulk treatment of water and spills leave permanent stains. However, it has the virtue of being unaffected by Ph. The usual recommendation is 5 drops of 2% tincture of iodine for each quart of water. This is inadequate and will not reliably destroy *Giardia*, a protozoan responsible for some of the diarrhea experienced by travellers in Mexico. Twelve drops per quart with a one hour wait before consumption is what pharmacologists recommend. Perhaps the best approach is to maintain, in jugs, a separate drinking water supply treated with iodine while the main tanks are maintained at a high level of chlorination. See *The Pharmacological Basis of Therapeutics* for more information.

**Myth 2:** If you are free of chronic diarrhea, you don't have amoebic infection. Like many myths, this one has a small element of truth. Two amoebas, *E. Histolytica* and *Giardia*, are easily acquired in Mexico. Some people adjust to *Giardia* and the parasites cause no apparent symptoms. In others, malabsorption of food can lead to severe weight loss.

The real villain is *E. Histolytica*. The parasites often attack the intestinal mucosa, which can lead to lesions and bleeding. The amoebas then spread to the liver, where they can cause abscesses and ultimately kill the host. Like *Giardia*, symptoms may be transient or so mild as to go unnoticed. One woman I know was entirely without symptoms until she came down with acute peritonitis while delivering a boat to San Diego. She nearly died from liver abscesses. Her family was summoned three times to be with her during her last moments, but fortunately she survived. The medical bill, however, was nearly \$70,000.

Cruisers in Mexico should have stool samples checked once or twice a year, regardless of the presence of symptoms. Those returning to the United States should have stool samples analyzed on their return — even if they think they are uninfected. There is a good chance they are returning with a souvenir — almost guaranteed if they have visited Puerto Vallarta. See *The Merck Manual* for more information.

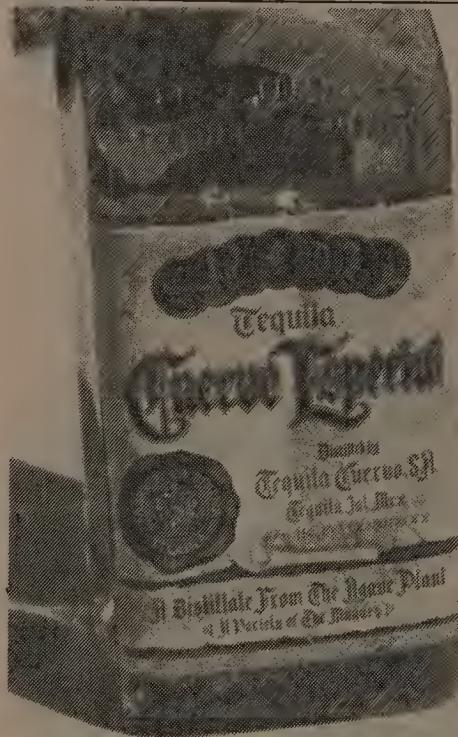
**Myth 3:** Flagyl, used to treat amoebic infections, causes cancer and has hideous side-effects. This is such a popular misconception that many cruisers refuse to take flagyl. In prolonged, high-dose feeding studies, Flagyl (metronidazole) has caused tumors in rodents; but, two studies with human subjects showed no increased risk of cancer. Flagyl remains the most proven, widely-used, and generally recommended drug for the treatment of *E. Histolytica* infections. Side effects are rarely severe enough to warrant discontinuing use of the drug. See *Physicians Desk Reference* for more information.

**Myth 4:** The Wonder Drug. Mexico is very lax in testing drugs for general use. Many available preparations are neither safe nor effective. Stick with FDA-approved drugs. Regardless of what you hear, there is no drug that confers immunity to amoebas.

**Myth 5:** Folk remedies are effective. Drinking epizote tea will not prevent or cure amoebas. There are no traditional Mexican folk remedies that have any merit in the treatment of gastrointestinal infections. If you don't believe me, try one that Mexican peasants use to treat diarrhea in infants and small children: stick a carrot up your anus when you get the runs.

**Myth 6:** Experienced cruisers know best. With very few exceptions, most cruisers in Mexico are medically ignorant. After all,

isn't almost everybody medically ignorant? For reliable information, find a good physician. Keep him honest by checking his diagnosis and treatment with *The Merck Manual*. Get *Dorland's Pocket Medical Dictionary* to help you understand it. Buy a PDR to verify drug dosage and acquaint yourself with toxic side-effects. If you can bring yourself to spend nearly \$100 for a book you hope to never use, order a copy of *Goodman's and Gilman's — The Pharmacological Basis of Therapeutics*. Toss in *Advanced First-Aid Afloat* by Peter Eastman and you will have a cruiser's medical library that will be the envy of the others. It might also keep you alive and



LATITUDE/SUZANNE

**Myth or not? That a bottle of Cuervo a day keeps the parasites away.**

healthy. It will make you relatively immune to the myths and misconceptions that afflict so many cruisers visiting Mexico.

— ken 10/10/89

**Readers —** Since the editors at Latitude are not qualified to dispense anything but common sense health advice (i.e. always seek a second opinion when acting as your own physician), the above is presented for informational purposes only. Review it with your physician — who we're certain will at least concur with the recommendations for stool analysis.

# CHANGES

## Cruise Notes:

Perfect timing! After sailing 21,000 miles through the Pacific in an incredibly fast 21 months, David Cohen and Sharon Jacobs couldn't have picked a more historic day to return to San Francisco Bay aboard *Synergy*, their Southern Cross 35. Having been escorted in the Gate from the Lightbucket by friends Dick and Jean Miller, Palo Alto residents Cohen and Jacobs tied up at Coyote Point just in time get rocked 'n rolled by the Loma Prieta shaker. We hope to have more on this couple's ambitious trip in an upcoming issue.

You just can't tell about the path of hurricanes. *Raymond* came up the Pacific coast of Baja in early October, crossed the peninsula and then the Sea of Cortez, nailing the marina and anchorage at San Carlos / Guaymas. According to Norma Rowe-Holland of *Tiger Lily*, "Twenty-one boats slipped their moorings and sunk or went aground. Only one remains to be salvaged and that is proceeding slowly only

to a tropical storm by the time it hit San Carlos in the early hours of October 5, funneled through the twin 1,600-foot peaks of Las Tetas de Cabra to cause damage to boats and buildings. Unconfirmed reports were that some of the boats broke loose from Mexican moorings. If there's a universal cruising rule, it's that you should never, ever trust a mooring you haven't dove on. A shrimp boat headed in to San Carlos for shelter is said to have struck a reef and sunk almost completely below the surface. San Carlos is generally considered to be an excellent harbor and virtually immune from hurricanes and tropical storms. But you never can tell.

While hurricane *Raymond* was not the obliterator that *Hugo* was, Linnah Rae Widen reports that Ray's remnants did inconvenience the cruising fleet at Santa Rosalia in the Sea of Cortez. The fleet had plans for an October 4 potluck to celebrate the 16th birthday of Jesse Sol Campbell-Taber of *Redwood Coast II*. But before the festivities could start, increasing winds associated with *Raymond* started blowing straight into the harbor. The boats in the marina had to have lines checked and the 17 boats anchored out had to find proper positions and in some cases set double anchors against what would become gusts to 45 knots. Everything went well, however, as everyone pitched in to help. This included some Mexicans and fisherman who came to the aid of a dragging Med-tied *Merlynah Raye* (and her four lifejacket-outfitted poodles). "If it hadn't been for the quick response of the fleet and the Mexicans, we might have ended up on the harbor's black sandy beach," said Widen. And while the potluck had to be postponed until the next day, the folks on *Redwood Coast II* braved 35 knot winds to deliver birthday cake to as much as the fleet as possible.

Seventy-three year old Ed Birkholz reports he made the 2,800-mile Hilo to Eureka crossing singlehanded in just 23 days with his Westsail 32, *Born Free*. He had plenty of wind and was forced as far north as 44°. Birkholz' advice for others facing the same crossing: "Never mind waiting for the right weather in Hawaii; just put a reef in your main and hope your jib furler is working well. After that you must expect six or seven days of sailing due north with the rail so far under that you see little fish swimming in the port portholes."

*Hugo, Gilbert, Raymond, or any of the rest, all hurricanes pack a lot of punch.*

because of owner discouragement." According to sketchy ham radio reports, the following sailboats were sunk or driven aground: *Primo*, *Nepenthe*, *Chelen*, *Wannigan* and *La Carquel*.

*Raymond*, which had been downgraded

COURTESY RED CROSS



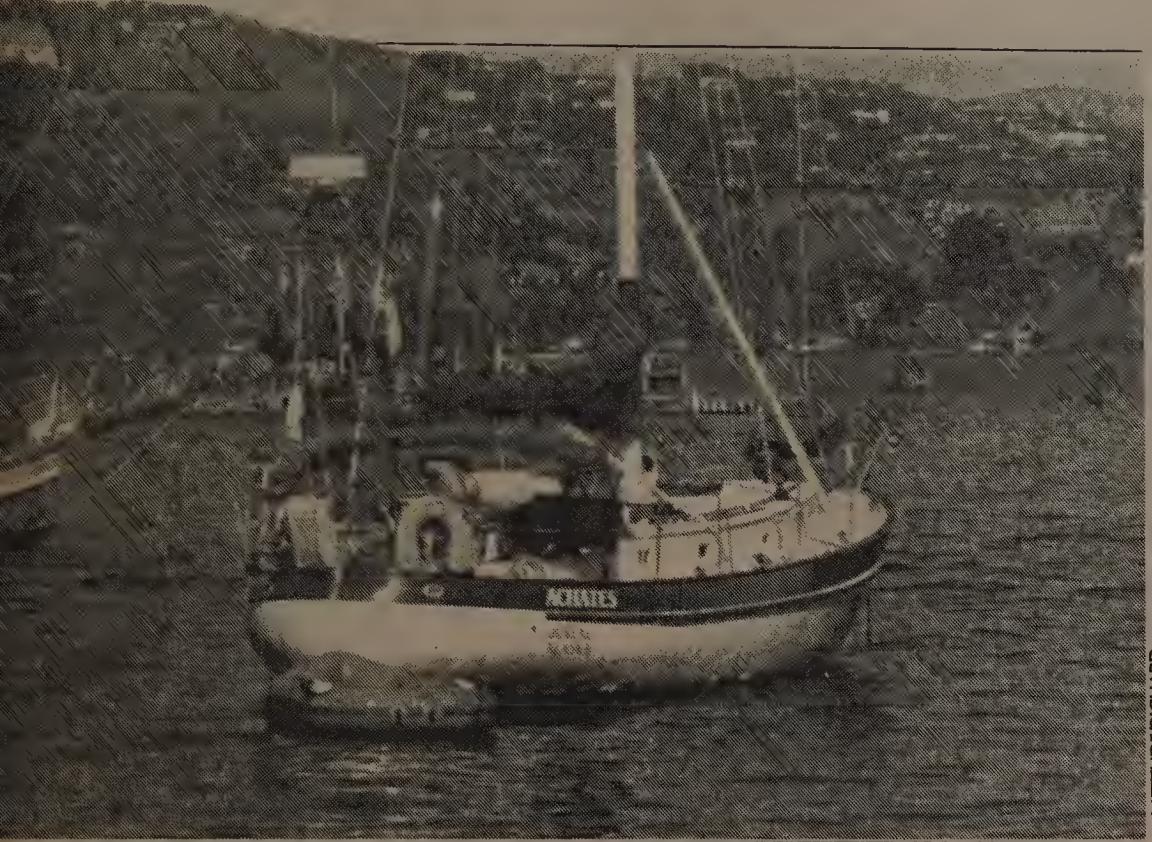
While Birkholz is happy to report his successful crossing, he says his main reason for corresponding is to "urge everyone to write their representatives in Congress to object to the terrible abuse of the 35 to 50-mile long drifting gill nets that the Japanese and Taiwanese are laying out in the Pacific". *Born Free*'s skipper is concerned both with the 'strip mining' of ocean life, but also that some unfortunate might catch his bowsprit in such a net one stormy night.

We at *Latitude* are 100% in opposition to the multi-mile nets, which have been deployed illegally off Mexico, and even in such 'dead waters' as the Med. The United States government has finally come out against the nets, but it took them a ridiculously long time to get around to it. It's our responsibility now to make sure our government takes the steps necessary to see that the use of the nets is stopped, not just objected to.

But before we Americans get too proud of our efforts to protect marine mammals, we must remember that American purse seiners, under a quota system approved by Congress, are allowed to kill up to 25,000 dolphins a year in the process of catching tuna — which is why many sailors boycott tuna.

Someone representing Miguel's American Bar & Cafe in Cabo San Lucas came by our Mexico Only Crew List Party last month and dropped by a sample menu. The folks who also "give you Boyle's Bar & Grill in Denver" will be asking an average of \$4.75 for half-pound burgers, as much as \$5.25 for a giant burrito, and \$9.50 for

# IN LATITUDE



LATITUDE/RICHARD

*Part of the southbound Juneau contingent of the Class of '89-'90, resting on the hook off Sausalito.*

report that dinghies and outboards were being lost at the clip of three or four a week in the Puerto La Cruz / Amerigo Vespuccio area. Kiwi sailor Nick Reid of Maia is also said to have been attacked with a knife in the same harbor, and his blonde Swedish girlfriend was apparently beaten to death by a taxi driver while in Caracas to renew her visa. If true, this would be a stunning change in Venezuela's standing in the cruising world. Can anybody shed any light on the situation?

Lisa Shepard reports that she, her husband Robert Hodierne, and young son Cutter have reached Japan with their Traveller 32, *Yankee Lady*. "We love Japan," she writes. "Typhoons keep us stranded in port, but the harbors are safe. We haven't had any luck selling our boat yet, but we haven't really tried. The Japanese people are overwhelmingly friendly." Lisa and Robert have come to the conclusion that the traditional South Pacific 'Milk Run' from California to New Zealand and back may no longer be the way to go. They are advocating that once cruisers get to Fiji that they "turn right" instead of taking the "old, well-worn, tried & true route to New Zealand". If all goes well, we'll soon be featuring a Pacific cruising series by Lisa to be called **The Sake Run**. Our immediate reaction was that this would be a ridiculous route because Japan is so expensive. Lisa says that's not the case once you get outside of urban areas. We're eager to hear more.

various kinds of chicken. "If you want American prices and trappings," says the Thrifty Cruiser, "don't whine when you're asked to pay American prices." The encouraging news about eating out South of the Border is that the best priced, best tasting fish dinners in the world can be found at inexpensive and unassuming Mexican restaurants. Don't expect to find them on the main streets with all kinds of bright lights and glitter, however. Mexico, it takes a while to learn, is not America.

In recent years Venezuela has earned the reputation of being one of the last great, cheap cruising grounds. But as the dollar rapidly falls in relation to the bolivar, the reputation is being to fade. The doubling and tripling of prices hasn't done much to hurt the cost of food and fuel, which is still very cheap, but the bargains on boat gear and repairs aren't what they had been. The orange Caribe inflatable dinghies, once an excellent buy, are at Avon prices. And the owner of a 42-footer was quoted \$1,150 to be hauled and for a bottom job — materials excluded. That's several times what it cost a year ago.

Some reports out of Venezuela also indicate that theft and violence have started to become something of a problem. Jim and Sherry Jeffrey of the Brewer 42 *Dulcinea* told the S.S.C.A. Commodore's Bulletin that there's been quite a bit of trouble in the Pampatar and Margarita areas since last Thanksgiving when a sailor was shot aboard his boat. The subsequent violence has included stabbings of yachties and women getting their arms cut during sloppy slashings of purse straps. The Jeffrey's

One of the things we've never been able to figure out about Mexicans is how they assemble their names, and what you're supposed to call them. Mary Shroyer of Marina de La Paz (who was kind enough to sign the permit so Sea of Cortez Sail Week could be held last year) sent us the following in the attempt to educate us:

"My father's name was Fred Schoen. My mother's was Eleanor Cleaver (adding 'de Schoen' when she married). Therefore my name is Mary Schoen Cleaver de Shroyer because I married Mac Shroyer. My son's name is Malcolm Shroyer Schoen. Latitude's calling Ricardo Perez Rasura by the name of 'Rasura' was like calling me 'Cleaver' and or my son 'Schoen'. Ricardo is either Perez, or Perez Rasura, or Perez R. Similarly, the new Minister of Tourism is either Henk Gonzalez or Henk G. — never Gonzalez." It might take a while for it to sink in, but we think we get the idea. Thanks Mary, for trying to set us straight.

People are different the world over. The following experience told by Tom Scott of *Nepenthe* is yet another example. "Having arrived at Atuona, Hiva Oa on Saturday night, we couldn't officially check-in the following day. But I couldn't resist the temptation to have a shower on the small boat dock. While I was blissfully being self-indulgent, I thought I heard music. Upon completing the most sensual shower I can remember, I walked around a building and found four Marquesans with various types of guitars. 'C'est bien la music,' I said. They four stopped playing and stared at me. No smiles. No words. They just sat and stared. Now these guys were big, about the size of linemen in the National Football League. Two of them were covered with blue tatoos in geometrical designs. 'The Marquesan equivalent of Hell's Angels?' I wondered.

"I tried 'my greeting again in English. 'I like your music.' Nothing. They continued to sit there and stare, unsmiling and expressionless. 'Oh my God,' I thought to myself, 'What have I gotten myself into now?' I began to have visions of being served to a group of hungry natives with an apple in my mouth. Then one of the Marquesans got to his feet and slowly and still unsmiling, advanced toward me like an M-1 tank. My feet seemed to have grown roots, I could not move. Finally when he was just a foot away, he looked down at

# CHANGES IN LATITUDE

me. I looked up — way up — at him and thought, 'I'm not ready to die, but at least I will die clean.' The huge man just stood there looking down at me for about 30 seconds, and still not smiling, said with a slight French accent: "Hey, would you like a beer?"

Ralph Naines, who has been enjoying the sailing life in Mexico aboard his Irwin 37 ketch *The Trip* since long before the arrival of Hernan Cortez, suggests cruisers heading south of the border do so with a full larder. The part-time Mill Valley resident reports that the prices of almost all imported grocery items have soared in recent years. A jar of Best Foods mayonnaise, for example, goes for about \$7.50 in Loreto. Locally grown fruits and vegetables, as well as fish and all booze (except for scotchi), and staples such as rice, beans and tortillas are still very reasonable. But all other non-perishables, as well as non-grocery items such as paper towels, aluminum foil, garbage bags should fill the nooks and crannies until you have to raise the bootstripe. Fear not, you can still eat well and relatively inexpensively in Mexico, as long as you're smart about what you eat and provision intelligently in California before leaving.

Incidentally, Naines has been in Mexico with his boat for close to ten years now. He's never had trouble getting his boat's Six Month Permit renewed, so he hasn't bothered to apply for the Five Year Permit.

**Alaska South** — that's what it looked like in the Wapama corner of Richardson's Bay early in October. Anchored out and ready to head south were the following

boats from the 51st state: *Achates*, a Valiant 40, and *Susitna*, which looked like a Tayana 37. There was a third Juneau-boat, but we didn't catch her name or type. The big fear of all Alaskan sailors, of course, is that they'll melt under the tropical sun of Mexico. Don't worry folks, it doesn't happen that often.

Those of you headed south for the winter and spring season in Mexico are probably aware that the beat back from Cabo San Lucas to San Diego is considered by many circumnavigators to be one of the nastiest passages in the world. Generally speaking there are three popular strategies: 1. to come home by way of Hawaii; 2. to harbor hop up the coast, with lots of motoring and stops to wait for better weather; and 3. to tack as far out in the Pacific as necessary so you can flop back and lay San Francisco.

There's also a fourth option that's less often considered: wait until June to head north. The reasoning is that beating back up the coast of Baja is miserable in April and May because the northwesterly winds tend to howl and because it's still cold off Baja. By June it's warmer and the winds are usually much lighter. The drawback is that June is hurricane season, and after seeing the affects of *Hugo*, not a lot of sailors want to mess with circular storms. But the **Fourth Option School** points out that virtually all Eastern Pacific hurricanes start south of Acapulco, meaning it would take an average one about four days to get to the critical area of Cabo San Lucas. With four days

notice, a cruiser at Cabo could either flee the 130 miles north to the relative safety of La Paz, or made a dash up the Pacific coast of Baja for the protection afforded at places like Mag Bay or Turtle Bay. With any kind of head start from Cabo, a quick boat could probably outrun a hurricane to the cooler warmer waters where they dissipate.

But as always, each skipper has to evaluate the situation, make his or her decision, then live with the consequences.

Folks who spent time along the waterfront of Alameda 12 years ago or the Sea of Cortez 10 years ago, might remember Jens Kolbowski of the home-built Cascade 42, *Radiante*. Once a subject of a *Latitude* Interview, Jens sold his boat two years ago and now has a Mexico wife and an electronics/marine store in Loreto. If all goes well, Jens will soon be distributing 50 copies of *Latitude* a month out of that location. He'd like all cruisers to know that he monitors VHF 16 & 17 and soon will add 8A and 4A.

Sad news out of the Virgin Islands. *Dove*, the little Lapworth 24 that the then 16-year old Robin Graham used for most of his circumnavigation, was "vaporized" in Charlotte Amalie by hurricane *Hugo*. The exploits of *Dove* and Graham were featured in *National Geographic* and later a full-length movie.

**Changes** closes this month with a quote from the preface to Steve and Linda Dashew's superb new *Offshore Cruising Encyclopedia*: "Don't be seduced by the glamor and sex appeal of some of the things in this book if it means waiting. If you really want to pursue the [cruising] dream, do it now."

## FEENEY WIRE ROPE & RIGGING

2603 UNION ST. OAKLAND, CA 94607 (415) 893-WIRE  
Mon-Fri 8-5 Sat 9-1 pm (Except holiday weekdays)

(9473)



### GOODS AND SERVICES

- ANCHORS
- CHAIN
- CUSTOM FABRICATION
- HYDRAULIC PRESSING
- NICROPRESS
- RUNNING RIGGING
- TURNBUCKLES
- BLOCKS
- CHAIN & CABLE CUTTERS
- HAND SPLICING
- INSULATORS
- PUSH-PULL CONTROL
- SHACKLES
- WINCHES (HAND & 12V)



First rate,  
protected  
deep draft  
moorage  
in the  
heart of  
the Delta

## BRUNO'S ISLAND

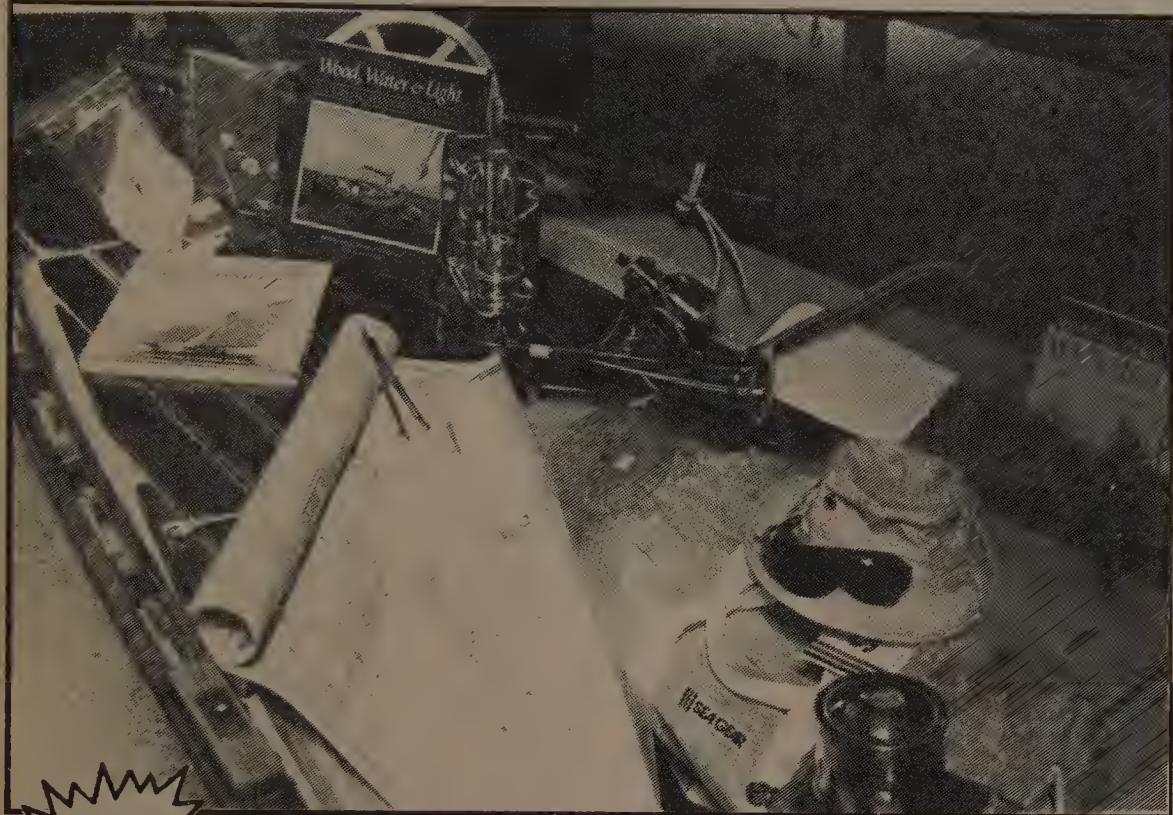


(at Light 41 on the San Joaquin River).

1200 W. Brannan Island Rd.  
Isleton, CA 95641 (916) 777-6084

BRUNO'S  
Island

# BOATERS FRIEND — YOUR HOLIDAY GIFT CENTER



AVON MARK II 4 PERSON LIFERAFT IN CANNISTER  
RECENT REPACK CERTIFICATION ONLY \$1,950

## THE BOATERS FRIEND



### TRADITIONAL BRONZE HARDWARE

Easy Access at

**805 University Ave.**

(Next to Spenger's  
in Berkeley)

**(415) 848-4024**

Mon.-Sat. 9-5      Fri. til 6



**Rogers Electronics  
Services**

## Heading South?

See us for all your electrical and electronic cruising equipment. Let us install it properly now so you can spend your cruise "playing" instead of "fixing"

Excellent installation and advise for cruisers from those who have been there.

Ham Radio Specialists

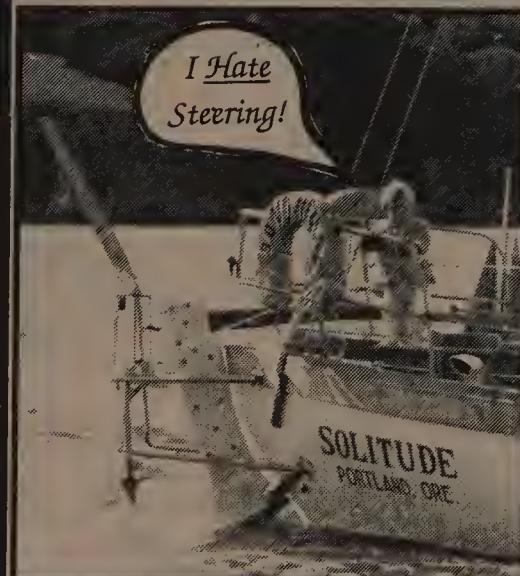
Tim N6SCY Rhonda N6DHQ

### ● Discount Prices on Equipment ●

We have a complete mobile electronics service and installation facility that comes to you!

Marine Electronics and Electrical  
Sales•Service•Installation  
(415)924-5366

## WE SPECIALIZE IN SELF-STEERING



SCANMAR manufacturers three vanes, each using a different principle and suitable for different boats and steering systems:

The **MONITOR**. All stainless steel serva-pendulum gear. Outstanding in last BOC.

The **auto-helm**. Auxiliary rudder with a trim tab

The **Saye's Rig**. Trimtab on the main rudder

In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sister-ship. Our free 22-page "crash course" on self-steering will help you understand this part of sailing that is so confusing to many sailors.

Factory  
Direct

**SCANMAR MARINE  
PRODUCTS**

298 Harbor Drive, Sausalito, CA 94965  
PHONE: (415) 332-3233 FAX (415) 332-0957

## COASTAL DELIVERIES!!

POWER OR SAIL



If you are short of time to make the trip South this Fall or if you need to have your boat brought back next summer, Call Now or take this ad with you.

Licensed Captains and Experienced Crew Available.

**CRUISING SEAS BOAT DELIVERY SERVICE**  
CAPTAIN DUKE COMBS (707) 746-7190

## OWL HARBOR MARINA

A Great Place To Berth – Short Or Long Term!

Only Minutes Away From:

- Brannon State Park with Camping, Fishing, Laundry
- Glass Beach (best inland windsurfing next to the Golden Gate)
  - Historical Locke and Isleton — The Crawfish Capital of the World!



### FACILITIES:

240 Berths, Yacht Club, Showers, Laundry, Ice, Storage, FUNI BBQ's and Dinghy Races

**COME AND SEE US!**  
**(916) 777-6055**

1550 W. TWITCHELL ISLAND RD • ISLETON, CA 95641

## Your Solution Center.

- Paints • Hardware • Electrical •
- Experience • Knowledge •
- Solutions •

### Proper-Tighe Marine



2427 Clement Avenue,  
Alameda, CA 94501

Mon-Fri 8-5; Sat 8:30-4

**(415) 523-3143**

## REFRIGERATION, WATERMAKERS & INVERTERS FOR POWER & SAIL

20 Years Experience Factory Authorized Technicians

Grunert • Marine Air Systems • Adler Barbour Trace • Northern Lights Generator System

Recovery Engineering –  
12 volt & Hand Operated Watermakers

**NAU • T • KOL (415) 235-4411**

320 A West Cutting Blvd.

Richmond, CA 94804

## VOLVO PENTA

- FACTORY TRAINED SPECIALIST DOES ALL SERVICE WORK
- ONE OF THE LARGEST VOLVO PENTA PARTS INVENTORIES
- TECHNICAL HELP
- SMALL ORDERS AND DEALER ORDERS WELCOME
- WE SHIP VP PARTS AND ENGINES WORLDWIDE

CALL TOLL FREE NATIONWIDE  
**1-800-326-5135**



**MARINE SERVICE INC**

145 THIRD STREET  
SAN RAFAEL, CA 94901  
(415) 453-1001  
FAX (415) 453-8460

## UNITED STATES YACHT BUREAU

Sales • Service • Parts

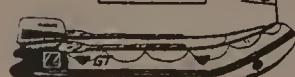
**SUZUKI OUTBOARDS**



**ZODIAC**

**MERCURY OUTBOARDS**

Boats  
Liferafts  
Trailers



### INFLATABLE BOAT HEADQUARTERS

623 Main Street, Redwood City, CA 94063

Phone: (415) 367-1272

**chilles**

AT THE SEE OUR BOOTH  
IN OAKLAND  
N.C.M.A. BOAT SHOW

Electrical & Refrigeration  
Heating & Air Conditioning  
Corrosion Control  
Equipment, Sales, Service & Installation

**EMS  
EDINGER MARINE SERVICE**

399 HARBOR DR., SAUSALITO, CA 94965  
**(415) 332-3780**

# Yacht Insurance

DON'T LOOK ANY FURTHER!



Phone

**"Dick" Dickerson**  
**(415) 341-2674**

1650 BOREL PLACE, SUITE 203  
SAN MATEO, CA 94402

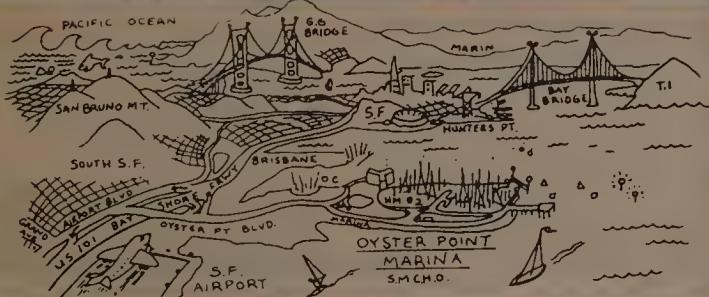
- LOWEST RATES
- FASTEST SERVICE
- BROADEST POLICIES

**Emergency Towing Service**

*A Professional Insurance Service  
In The Bay Area  
Since 1952*

## OYSTER POINT MARINA

NEWLY EXPANDED, IDEALLY LOCATED



**COME SEE FOR YOURSELF!**

**Berthing:** 600 berths from 26-ft to 60-ft; special trimaran berths.

**Guest Dock and Berthing** available at 30 cents a foot per night.

**Park/Open Space** Approximately 33 acres of park and open space with trails and promenades.

**Swimming Beach:** 2.5 acres of sandy beach.

**Fishing Pier:** A 300' concrete fishing pier.

**Launch Ramp:** Two-lane concrete ramp with parking for 70 boat trailers and cars.

**Restrooms and Hot Showers:** Public restrooms and private restrooms with showers.

**24-Hour Security.**

**Pump-Out Facility** is located on the fuel dock.

**Fuel Dock:** Both regular and diesel; operated by Summit Marine, call (415) 952-3372 for operating hours.

**Dry-Storage:** Operated by Summit Marine.

**Yacht Club:** Oyster Pt. Yacht Club has a beautiful new facility, serving an active, congenial group of boaters, both power and sail.

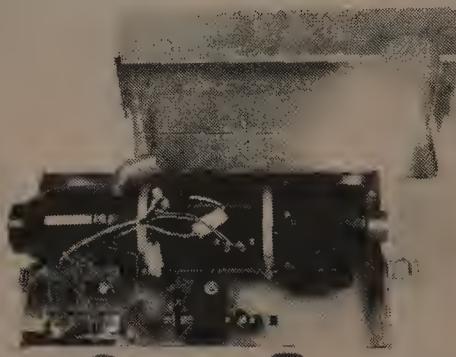
**Restaurant:** Coming soon at the Oyster Point Village commercial center.

**Haul-Out/Boat Repair:** Facilities are under construction for a full service boat yard.

OR CALL (415) 952-0808

**HOT**  
**WHEN IT'S NOT**

Enjoy fall, winter, and spring cruising by installing a Scan Marine forced-air heating system. These systems keep your boat warm, dry, and comfortable. We have all the advantages: Factory-trained service, easy installation kits, low power drain and low prices. When it comes to heating systems, we're HOT!



- 041-D by Volvo
- 13,600 BTU
- 70 cu. ft. per minute of air
- Heat exchanger of stainless steel
- Optimum Operational Safety

We also feature kerosene forced-air heaters (Wallas and Thermic), and propane forced-air heaters (Remotron).

(206) 285-3675

FAX: (206) 285-9532

**SCAN MARINE**  
EQUIPMENT

2144 WESTLAKE AVE. N., SUITE D  
SEATTLE, WA 98109

### FULL SERVICE MARINE STORE

OPEN 6 DAYS 8:30-6:00

CLOSED

WED.



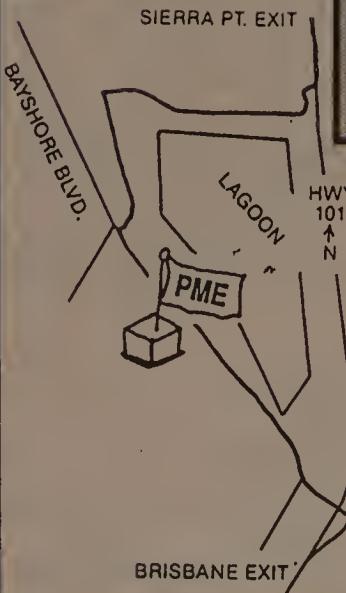
New/Used Hardware • Supplies  
Sales • Service • Consignment  
3866 Bayshore Blvd.  
Brisbane, CA 94005  
(415) 468-4422

### USED ITEMS IN STOCK

PROPANE STOVES

DIVE GEAR

ANODIZED ALUMINUM TOE RAIL,  
10' & 20' LENGTHS



- Instruments, Electrical, Machine & Pump Repair
- Custom Woodworking
- Stainless & Aluminum Fabrication & Welding
- Used Sails & Consignment Merchandise
- Teak & Mahogany Lumber
- Marine Plywood
- CNG Exchange

# CLASSY CLASSIFIEDS

Ads taken through the mail  
or in person only.

*Sorry, no ads accepted  
over the telephone.*

Money must  
accompany ad.  
No Classified billing.

Check, cash or  
Money Order –  
No Credit Cards.

## DINGHIES, LIFERAFTS AND ROWBOATS

**INFLATABLE 14-FT.** West Marine Maxi Boat. 30 hp Nissan, center steering, never used. \$3,900 or b/o. (415) 459-6865.

**LASER ROWING SHELL.** Good condition, new wood oars. The perfect workout – Great Christmas gift. \$900. Steve (415) 341-7047.

**SNIPE 14-FT.** Great condition. 3 sets of sails, double trailer. \$2,300. Martec feathering 16"-1" shaft propeller, brand new, never used. \$850. Rod 522-8071.

**14-FT LIDO.** In good condition, sails need repair, trailer included. Great boat to learn on. Santa Cruz. \$500/offer. Robyn or Ron (408) 335-4466.

**1989 WEST MARINE 8.4 INFLATABLE DINGHY.** Oars, floor boards, motor bracket, pump & repair kit included. \$425. (916) 477-0151 eves.

**OLDER AVON RED SEAL.** Floorboards, paddles & 2 hp, 3 yr old Yamaha o/b, \$375. New-Celwave 2 Mhz to 30 Mhz 12v antenna, \$40. New-Shkspre VHF ant w/cable, \$20. (415) 522-1532.

**FJ 14-FT VAN DUSSELDORP.** Honduras mahogany, well maintained, beautiful boat. Sails, trailer, cover. \$1,100. Venture 17. Sails, trailer, sound cond. \$1,200. Petaluma. (707) 762-6649.

**16-FT S.F. BAY GREAT PELICAN.** 8-ft beam. Incredible boat has sailed to Hawaii. Complete with 6 hp o/b motor and trailer in excellent condition. All for only \$2,900. (916) 776-1094.

## PERSONAL ADS

1-40 Words: \$20  
41-80 Words: \$40  
81-120 Words: \$60  
Personal property/help wanted

## BUSINESS ADS

\$35 for 40 words

maximum

Service(s) or business you are  
selling; charters; 1 boat per  
broker

**DEADLINE:**  
18th of the month  
prior to publication.

*Sorry, but due to a tight  
deadline, we cannot accept  
changes or cancellations  
after submitting ad.*

Mail To:  
**LATITUDE 38**  
P.O. Box 1678, Sausalito, CA 94966

or  
**Street Address: 15 Locust, Mill Valley, CA 94941**  
**Attn: Classified Dept.**

\$3.00 for postage and  
handling for individual  
issues requested.

## 24 FEET AND UNDER

**MONTGOMERY 15.** The Cadillac of pocket cruisers. Keel sloop sleeps two. Mint condition inside & out. Ready to sail – Many extras. 1988 Evinrude 4 hp long shaft o/b, literally 2 hours running time. Asking \$4,500. (415) 854-6140.

**CAL 20.** Trailer, 6 hp Evinrude motor, mainsail, jib & genoa. Racing bridge, porta-potti, whisker pole, solar power electric, custom cushions & curtains. Clean, fresh water sailed. \$4,250. Joe Hill (916) 823-6867.

**US 22, F/G SLOOP, 1982.** Johnson 8 hp deep shaft o/b w/cockpit controls, galley, porta-potti, VHF, inflatable dinghy, etc. Delta berth. \$6,500 or b/o. (209) 748-5721.

**C&C 24.** Must sell, buying home. Excellent condition. Roller furling, 1985 Suzuki 8 hp, DS, marine radio, lifelines & complete safety equip. Asking \$9,800. 933-9932 after 6:30, 543-3990 days M-F.

**19 FT WEST WIGHT POTTER, 1988.** \$6,700. Sleeps 4. Great for safe family fun. Easy to sail. Positive flotation. Battery with charging system on motor. Roller furling jib, blue and white sail, dagger board. Trailer easy. Launch dump-style. (916) 677-5395.

**PACIFIC DOLPHIN 24, 1977.** A much loved cruiser with 7 hp Evinrude, jib, genoa, main, life vests, swim ladder, teak trim + more. Sausalito berth. Fair condition. Moving. \$6,000. Call Mark (415) 827-3129 or 689-1506.

**CORONADO 23.** Electric start 10 hp o/b, EZ Loader trailer, 2 burner stove, new wood, new paint. Great starter boat. \$4,000. (415) 366-6361.

**23-FT BEAR.** Hull #12. Half restored. Major structural work completed during Winter 1989 includes: new floor timbers, repair of 12 pairs of frames and extensive caulking below and above waterline. This boat needs someone who has a love of wooden boats and a desire to restore one of the Bay's classics. She is now seaworthy but needs cabin and deck restoration. \$3,500 or b/o. (415) 658-0680.

**AL MASON OSTKUST "Woodwind".** 24-ft highly respected pocket cruiser with beautiful lines. '87 Master Mariner winner. Regrettably for sale. Mahogany over oak bronze fastened. Head, i/b eng. self-bailing. Excellent structurally, needs some cosmetics. Now \$5,500. After repairs \$7,000. 332-5564.

**S26.8, 22-FT.** Flush deck, 2 coats bottom paint 9/88. Trailer, radio, head, 15 gal water storage. Listed at 3050 lbs., Sausalito berth. \$8,500. Call (415) 332-8784.

**CUSTOM 21-FT.** Beautiful and quick, excellent condition. F/G hull, cold-molded wood flush deck, fin keel. Deluxe hardware, 4 jibs, 2 spin, new o/b, new Trailrite trailer. Must sell, leaving country. \$4,950. (408) 475-4396 eves.

**MERIT 22, 1984 w/trailer,** 4 hp o/b, 5 sails, Pineapple cruising spinnaker, Harken, 4 Lewmar winches, VHF, compass. A fast, roomy, beautiful boat in excellent condition. Sleeps 5. \$9,500. Call (707) 887-9146.

**MOORE 24, 1980.** Good condition, freshwater boat. Full set racing sails including 3 mylar jibs, Trailrite trailer. \$8,500, must sell. (408) 623-2532.

**RANGER 23. "Gypsy Boots".** 1978 tall rig. 7 bags. Class winner. New bottom. Excellent condition. Easy singlehander. Barient 16's. One year Santa Cruz sublease. \$8,900. (408) 476-8760.

**24-FT SLOOP "OSTKUST".** Al Mason's classic design for Rudder magazine. Hull #2, fir over oak. Original plans, 1947 launching photographs. Full keel and hull recently refastened. No motor, insides unfinished. Extremely sailable, fast. New rigging. 4 sails. \$3,600. (209) 333-9200 eves.

**CATALINA 22, 1981.** Excellent condition freshwater boat. Swing keel, 7.5 hp Honda w/generator, 2 jibs, KM, galley, head, covers, safety gear, trailer w/brakes and more! Also includes Lake Berryessa berth pd thru Dec 31. \$6,500. E: (707) 584-5902.

**CORONADO 15, 1969** with trailer. Both have current registration. North Sail sails. Boat and sails in good condition. \$1,700. Call Greg (707) 526-2346.

**VENTURE 17.** F/G, swing keel sloop, new roller furling jib, full Delta canvas, sleeps 4. Pete's Harbor berth, Redwood City. Only \$1,600. Also 470 North sails and Proctor FJ mast. Like new, make offer. 595-2765.

**ATKINS/COLIN ARCHER 21-FT** double ender. Bare hull w/finished decks and cabin. Port Orford cedar on oak. Built for i/b engine. Spars, rigging, sails, bronze fittings. Very classic 40 yr old pocket cruiser. On cradle. \$1,600. (408) 475-0239.

**MERIT 22, 1984.** Trailer, 2 jibs, spinnaker, 4 winches, all lines to cockpit, 6 hp Evinrude, pop-top, lift keel, 2 compasses, depth, log, windspeed, VHF radio, sleeps 4, head, galley, S.F. berth. \$9,850. (415) 965-1328 or (408) 748-0420.

**CAL 20, 1974.** Clean and in good shape. 4 hp Evinrude motor, main sail, jib and spinnaker, newly covered cushions. EZ Loader 1981 trailer. Santa Cruz. \$3,000/offer. Robyn or Ron (408) 335-4466.

MARINE SURVEYOR

APPRAYER

**JACK MACKINNON**

Call Anytime (415) 276-4351

**BOAT LETTERING**

Beautiful, long lasting & reasonable priced.  
Call for our convenient order form.  
(415) 430-2899

**NOR-CAL COMPASS ADJUSTING**

Magneutotm System Exclusively

1. Boat Remains in Berth

2. Owner's Presence Not Necessary

Dick Loomis

3. Eliminate Deviation.

(415) 453-3923 days or eves.

Lon Woodrum, Prop.  
(415) 332-5970



**WOODRUM MARINE**

Competent

Specializing in interior and exterior alterations and repairs.  
Custom designing and construction in wood or fiberglass.

25 years experience  
Marine Carpentry

Dependable



**TANZER 22, 1975.** Fast, stable, roomy Bay boat. 3 sails, full galley, head, shore power, 6 hp o/b, large cockpit, fin keel, disp 3,000#, quality throughout. 2 boat owner. Partial financing possible. \$3,900. Vallejo berth. (707) 765-2549.~

**COL. CHALLENGER 24-FT 4".** Perfect condition. Great first boat you won't outgrow. Active social/racing fleet. Large cockpit seats 6+. 6 hp Evinrude. Lots of new equip., new bottom in 5/89. Definitely must see. \$5,500 or b/o. Call H: (415) 456-6915 or W: 453-8700.

**ISLANDER BAHAMA #168, 24-FT.** Sound Bay boat suitable for racing or modest cruising. Well equipped 2 sets sails, spinnaker, pulpits and lifelines etc. 6 hp Johnson Sausalito berth. About \$5,500. Tn (415) 454-2613.

**FLICKA.** \$19,000. 20-ft LOD, 24-ft LOA, Pacific Seacraft hull #5. Excellent condition. Custom teak interior, marine head, 6 sails, new spars, 1 yr old Yamaha o/b with elec start, custom dodger, VHF, Autohelm, Loran. Answer days msg nights (415) 362-5310, Eric or Gary.

**OUTRIGGER SAILING CANOE.** Beautiful. 18-ft. 48 lbs. Boatbuilder Eric Franklin. Spruce, cedar, pear & yew wood. Paddled in '83 - Been stored. Call Dominic (415) 383-1778 Nov. 10-14 only. After Nov. 14 (808) 935-2981. \$3,000 or b/o.

**CORONADO 23, 1973.** Fixed shoal draft keel, trailerable, 6 hp Johnson o/b, separate fuel tank, mainsail, lapper jib, two anchors, attractive cabin interior, sink, alcohol stove, dinette table, electric cabin lights, sleeps 4, Emeryville berth. Asking \$2,900. (415) 254-2379.

**RANGER 23, 1976.** Very clean. Race rigged. Main, class lapper, spinnaker (North), 90% jib, 155% genoa, VHF, DS, KM, 6 hp Johnson, much more. Hauled 3/89, no blisters. Custom trailer. \$10,250/trade for down on 30-34 ft R/C. Call (408) 723-4720.

**ERICSON 23.** 6 hp o/b. Nice condition. 3 sails, stove, sink, head, depth gauge, extras, sleeps 4. \$3,175. 889-0595 or 233-5434.

**COLUMBIA CHALLENGER, 24-FT.** Good condition. New sails. VHF, 6 hp Evinrude, solar panel, new bottom paint Aug '89. Great Bay boat! Active S.F. fleet. \$65 monthly S.F. berth. \$3,000. (415) 824-4679.

**WILDERNESS 21, 1977 SLOOP.** Mini ocean racer/cruiser. Sisterships have crossed Atlantic and Pacific oceans. Fin keel, 5 sails including spinnaker, 4 berths. Lightweight, fast and strong. Trailer included. A steal at \$3,500. 332-9231/msg anytime.

**SIGNET 20.** Graceful and sturdy. Fin keel, F/G sloop w/trailer. Built in England. 3' draft, tabernacle mast. Excellent sailor. 7.5 Chrysler o/b, VHF, compass, extra sails, spinnaker, anchor w/ 200' chain & rode. \$5,500. 834-4401 leave msg.

**20-FT SLOOP, 1920'S.** Classic lines, mahogany over oak. Relasted and epoxy sealed. Sitting in good cradle. H.M.B. \$800. Call Jay 728-3530.

**SANTANA 22, 1968.** Hull #208. DS, Johnson 6 o/b, lots of sails, glass keel, Berkeley berth. \$3,600/offer. (415) 893-8869.

**CATALINA 22, 1985.** Fresh water, trailer sailed. Clean and fast. No blisters! Trailer, KM, new motor still in box. You can't go wrong at \$6,900. (916) 891-8736 or (916) 852-0142.

**CAL 20.** Great condition. New Honda 4-stroke with alternator, new DF, new Autohelm, new inflatable with motor, new electrical system. VHF, spinnaker. Ready to sail. Berthed in Benicia, sleeps four. Many more extras! Must Sell. \$4,800 or b/o. Call (707) 746-5277.

## 25 TO 31 FEET

**YANKEE 26-FT.** S&S luxury design sloop, beautifully fitted, lovingly maintained. Ideal Bay and Delta cruiser, sleeps 4. Full galley, stereo, marine head, i/b dsl, s/s radio, fathometer, 3 headsails. \$14,500. Berthed in Richmond Marina. Call (415) 548-7629 or 457-7448.

**CAL 29 - STEAL THIS BOAT.** Injury forces sale. Fully equipped. Loran, VHF, depth, 155, 150, 125, working jib, mylar staysail, 2 spinnakers, etc. Low hours on Atomic 4. Ready to go. \$10,000 or b/o. (415) 752-7986 or 431-4666.

**CORONADO 27, F/G, 1972.** Good condition. Dry and comfortable weekender. 2 jibs, 9.9 hp Honda o/b, compass, VHF, DF, head, stove, sink, shoal draft keel. Sleeps 5. \$10,500. (415) 726-2815.

**27 BALBOA, 1980.** Trailer, Chrysler o/b, KM, DS, VHF, 3 sails. Clean boat. Boatis in Baja, Mex near Loreto. \$13,000. (916) 389-2413, (916) 367-4484.

**OH SHIT!** I forgot about the balloon payment due on new boat. Must sell Columbia 26 MKII. VHF, AM/FM, DS, sleeps 5, 2 burner stove, head. New everything - Rigging, keel, interior lifelines, bottom. Over \$4,500 invested in improvements/additions. For gods sake, make offer. Call Alan at W: (415) 659-9409 or H: (415) 623-8999.

**COL 30, 1972.** new full dodger, Atomic 4, sleeps six, microwave, alcohol oven/stove, AM/FM/cass., VHF, depth, 90-150% spin-main. Recent survey. Hauled Summer '87. Great liveaboard. Must sell - Have already moved/traded. Don (415) 522-5800.

**COLUMBIA 30, 1972.** Pedestal steering wheel. Two main sails, five jibs and three spinnakers. Six winches. Atomic 4 engine. Also has DF, KM, compasses and VHF radio. sleeps six. \$15,500. (415) 757-1332.

**OLSON 30.** Orig owner vessel launched '81, Hull #66. Sail inventory incl 85/100/130/2-155%/75 & 1.2 oz spinnakers/main. Johnson 4 hp o/b, VHF/KM/RDF/compass/grnd tackle/all covers. Exceptionally clean. Asking \$17,500. (415) 523-4485.

**28-FT 1984 LANCER.** 1 owner, 40 hrs usage. Roomy beautiful inter. Color coordinated teakwood sails, sheets like new, slps 6, galley, head, DS, ship-shore, stove, pulpits. 3 yrs freshwater, perfect family cruiser. \$11,900 or b/o. Call Michael or Tracy. (916) 777-6084, Bruno's Island.

**J-29. "Bottoms-Up" 1984** Boat Show feature w/ many extras including Harken adjustable jib & main track, 89 sails, marine head, optional V berth bunk and more. \$26,500. All offers seriously considered. 1-206-927-5912 or 1-206-632-4819.

**30-FT DUTCH CUTTER, BUILT 1975.** F/G over marine plywood, new sails, furling genoa, Yanmar dsl. Beautiful interior. Liveaboard excellent - Stove, etc. Beautiful with berth at Gashouse Cove, S.F., #348. Call Days 664-2257 or after 6 731-2837.

**STEAL MY BOAT! 26' Thunderbird Sloop.** Sleeps 4. Well equipped. Must sell. Make me an offer. Peter (415) 327-1569.

**ISLANDER 30 MKII, 1973.** Good condition. New standing rigging, new through-hull fittings, pedestal steering, compass, VHF, DS, pressure water, teak interior, canvas covers, Barent winches, 4 head sails, located Berkeley. \$19,000. (415) 462-2210 days or (415) 846-4512 eves/wknds.

**CHEOY LEE 31.** A fetching ketch, 1972. Sturdy, solid boat for our Bay winds or cruising. Beautiful wood decks and spars. Volvo dsl. New upholstery. 7 sails, windvane and more. We're sad to sell this winsome beauty but we must. \$23,000. (415) 587-9605.

**YANKEE 30 III, 1973** Race winner. Mylar 155 + 162; jib, two mains, five spinnakers, Quickvang, hydr backstay, Cybernet stereo, Autohelm. Excellent condition. MDR. Offer. (213) 301-2188.

**25-FT SPARKMAN & STEPHENS** design sloop. 1974 Northstar 500, "Cygnet". 7/89 haulout with new bottom paint, rudder bushings, no blisters. Lewmar winches, i/b Atomic 4 with recent tune-up, 2 spinn poles, several sails. Beautiful lines, stiff in the water, jiffy reefing, KM, DS, VHF, new main sheet and block, traveller, porta-potti with pump-out fittings, new gas tank. A steal at \$10,000. Sausalito berth. Call eves 331-1962.~

**OLSON 29, 1986** with trailer, deluxe interior package, 5 cruising sails, 5 grand-prix racing sails and 8 hp Johnson new in 1988, Sailcomp, upgraded winches, complete safety equipment and much more. Excellent condition. \$26,000. Can deliver. (919) 256-4059.~

**MERIT 25,** 1981. Perfect condition. Sleeps 4, North sails, o/b, trailer. \$11,000. (415) 383-4232.

**CLASSIC SEABIRD YAWL, 26-FT.** Heavily built, 1974. Excellent condition. Volvo dsl, VHF, DS. Bay sail or cruise. Must sell \$6,500. Richmond (415) 654-1413 or (415) 237-6336.

**26-FT, 1981 McGLASSEN.** Full keel F/G hull, customized for singlehanded cruising. South Pacific veteran. Excellent condition. VHF, depth, Autohelm, windvane, Avon, positive flotation, mahogany/teak interior, trailer, many more extras. Must sell soon. \$12,900/offer. Phone (408) 733-4651.

**HUNTER 27, 1980.** Excellent condition. Fin keel, dsl, wheel steering, 4 sails, VHF, Datamarine digital KM, log, DF, propane stove, teak sole, 8 opening ports, internal halyards led aft. Fast, roomy cruiser. Alameda. \$19,000. (415) 932-4846.

**CHEOY LEE OFFSHORE 27, 1972.** Diesel, new cushions, F/G hull & cabin, teak trim, VHF, speed log, DS, propane stove, roller furling, main, 3 jibs, 2 anchors, man-overboard equipment, Barents. \$20,000. (415) 669-7120.

**ETCHELLS 22, US #275.** Allspars mast, Tandem galvanized trailer, full canvas cover, all Harken blocks, 15 sails, 4 new 1989 used once. \$12,500. (415) 441-0380.

**CATALINA 27, 1982.** Inboard dsl and wheel. Excellent cruiser in good shape. \$20,000 or make offer or take over payments and become partner. Rich, w: (415) 447-1925 or h: (415) 449-1284.~

**ERICSON 27, 1978** Yanmar dsl, 6 sails, wheel, KM, KL, DS, VHF, RDF, dbl ground tackle/safety equipment 15 gal dsl, 15 gal water, new head and plumb., Avon & Suzuki. Exceptionally cared for. \$22,250, negotiable. (619) 438-8252.

**ERICSON 26, 1984.** Excellent condition, well maintained. Yanmar i/b dsl, 3 sails, new jib, fully equipped for charter or cruising, radio. Berthed in Sausalito. Price \$27,500. Phone (415) 586-6259 or (702) 322-9951.

**ERICSON 27, 1972.** Nicely equipped, infrequently used. Berthed at Richmond Yacht Club. \$16,000/offer. (415) 689-5192.

**BRISTOL 27.** Until '88 fresh water boat. 5 sails, 6 hp Evinrude w/low hours, upwind berth Berkeley Marina. (415) 837-9659.

**26-FT INT'L FOLKBOAT.** Excellent condition. Well maintained. Epoxy bottom, dodger, etc. 7.5 hp Evinrude. Berkeley Marina. \$10,000. D: (209) 462-2922, E: (209) 472-0452.

**PEARSON ARIEL 26-FT.** Excellent condition. Newsails, spinnaker, Johnson 6 new wiring, paint, bottom, radio, VHF, tabernacle mast (and more.) Sleeps 4. Great Bay/Delta boat, active class. S.F. berth. (Owner gives lessons free.) \$8,500. (415) 474-9202 pm or (415) 578-0900 days.

**CAL 2-29, 1975.** Excellent - Sleeps 6. Six sails w/ spinnaker and drifter. Full instrumentation, new covers, cushions, dsl, o/s wheel, head, pressurized water, stove, shower, RDF, VHF, depth & KM, compass, many extras. \$22,400. Call (408) 395-2077.

**CLASSIC 30-FT** oak and mahogany Danish built International Dragon sloop. Absolutely beautiful. \$4,500. Call Whitt (415) 981-1334 or 474-5220 nights.

**COLUMBIA 28, 1968.** Main with clubfooted jib, Volvo 25 hp dsl, VHF-Horizon 25, head and stove, slips 6, at own mooring in Monterey Harbor, no monthly mooring fee. Weekend retreat in Monterey. \$17,500. Call (408) 422-8610 eves.

**ERICSON 27, 1978.** Atomic 4. Sails include 150, 110, 90, main, spinnaker and all gear. Depth, VHF, knot/log, windspeed & direction, Ritchie ped compass and wheel steering. Covers for all wood and equipment. Boat is in excellent condition. \$21,000. (916) 652-4567.

**DONA JENKINS**  
U.S.C.G. Documentation • Mexican Fishing Licenses  
Mexican Consular Clearances  
1050 Rosecrans #3, San Diego, CA 92106 (619) 223-2279

**SHIPSHAPE**  
Quality Yacht Care  
*Attention to detail on your wood restoration.*  
Tired of spilled varnish, scratched fiberglass and gouged wood?  
References • Jacqui Coryell 332-9002

**ANDREW KURTZ**  
Yacht Construction  
New Work • Repairs • Maintenance  
332-7551

**DOUG SHOTTON**  
Marine Surveyor  
(415)  
931-4384  
P. O. Box 2257 San Francisco, CA 94126

**TARTAN 30-FT**, 1974. Must sell. Exc. condition. Extras, extras, extras. Boa used in Tartan's 1974 adsl \$23,500 or b/o. Tod w:967-6301; h:948-9722.

**CATALINA 27**, 1986. Like new. Dodger, VHF, KM, depth, AP, AM/FM/tape/TV, 110, 150, all lines to cockpit, self-tail winches. 2 boat owner must sell. Steal at \$23,000. Dave or Liz. (408) 998-7300.

**ERICSON 25**, 1978. 7.5 hp Chrysler o/b, KM, VHF, 7 sail inventory incl Pineapple main & spinnaker, compass, porta-potti conversion, alcohol stove, Marine Die Hard battery, tandem axle Trailrite trailer w/Teflon guides & surge brakes. \$11,000 or b/o. (209) 875-0612.

**26-FT F/G SLOOP**. Full keel, dsl, roller reefing, 200-ft 5/16" chain, dual anc. electric windlass, Loran, VHF, RDF, DS, EPIRB, Autohelm, dodger, dinghy with o/b, 3 axle trailer. Extensively cruised Canada & Alaska. Near Reno. \$11,500. (702) 463-4366.

**VANCOUVER 25-FT**, 1984 SLOOP. Cruising veteran of Mexico, So. Pacific, Hawaii. 7 sails, 3 anchors, dsl, tiller pilot windvane, ham, Avon with o/b, solar panels, dodger, propane, much more. Excellent condition. Step aboard & sail to Mexico. \$37,000. (415) 525-5769.

**26-FT INT'L FOLKBOAT**, Marieholm, 1973. F/G, new Larsen sails including spinnaker, 6 hp Johnson, DS. Very clean. 2 boat owner, must sell. \$6,300 or b/o. (408) 426-9481.

**CAL T-2 27**, with Honda o/b. 6 sails, VHF, DS, other misc gear. Berkeley berth. \$10,000. Call (415) 581-6038.

**CAPRI 25 (BY CATALINA)**, 1981. Clean and fast. Gauges, 5 bags, porta-potti, full spinnaker gear. Boat has been used very little. Can be seen at Pier 39, slip A1. 9.9 outboard. Must sell now. \$6,000. 928-9148.

**SCAMPI 30**. Swedish built 1/2 ton ocean racer with fully finished cruising/liveaboard interior. Stronger construction than almost any other 30-ft. Excellent condition, ready to sail. Good equipment. 11 sails, dsl engine. San Francisco Yacht Harbor berth available. \$27,500. Doug or Dolores (415) 931-4384.

**CHEOY LEE OFFSHORE 27**, 1965. A well maintained sloop with teak decks and trim throughout. With Autohelm, many sails, new cushions, new 9 hp Yanmar, entertain your closest friends aboard this beautiful, classic yacht. \$18,900. Call Jim today (916) 369-6664.

**ERICSON 26**, 1968. Excellent shape. VHF, CB, KM, DS, compass, spreader lights. Newly re-wired. 15 hp electric start o/b, 3 batteries, dinghy, galley, new blocks & running rigging, anchor w/ chain 200+ line. Pete's Harbor berth. \$8,900 or b/o. Bill (415) 876-0917 (d), (415) 795-7921 (e).

**THIS 30-FT BODEGA SLOOP** has done Mexico, So. Pacific & Australia. She's loaded & ideal for the low budget cruiser. Price low \$20,000's. Call 452-1857 for info sheet, giving history & long list of extras.

**CAL 2-29**, 1975. Excellent fully equipped dsl i/b, wheel steering, VHF, KM, fathometer, RDF, natural gas stove/oven, teak interior, 4 winches, spinnaker, 150% and working jib, pressure water, ground tackle, anchors, fenders, etc. Great all purpose boat. \$21,900. (415) 527-0888.

**CRUISING FOLKBOAT**, 27-FT. Teak decks, cockpit grates, boom crutch, Plexiglas bubble over hatch, new mast, stainless stem rail, pulpit, stanchions and lifelines, mainsail has slides, Pier Three, Oyster Pt Marina. \$3,500, will finance. Call 875-1971 or 873-6010.

**EAGLE 25-FT SAILBOAT** with trailer, sails, small o/b, canopy and large cockpit and foredeck for sunbathing. Good for lake or Bay - Perfect for family. Needs work. \$2,500 or b/o. 697-4277.

**ERICSON 29-FT**. Top condition. 5 sails, dodger, shade canvas, jib bag, full forward berth, teak cockpit benches, refrigeration, water heater, depth finder, radio, teak interior with attractive cushions, all lines led aft, bottom just painted. This loved boat needs new friend. Asking \$22,000. Ready to take a bath on price on this great Bay sailer. First months slip free. Call Larry (415) 459-4908.

**26-FT COLUMBIA MARK II**. Was redesigned to sail around the world. Special rigging, 2 jibs, stepped 30-ft mast, many extras, overhauled 6 hp Johnson. Must see to appreciate. Make offer or a 1/2 partnership possible. (415) 892-2369.

**CAL 2-29**, 1975 racer/cruiser. New rigging, main 125, also 90 & 150, spinnaker. Diesel, wheel, fully equipped Loran, VHF, depths, etc. Sleeps 6 comfortably, well maintained. \$15,000 or b/o. (415) 381-1117 or (415) 357-7166.

**NORDIC FOLKBOAT**, 25-FT. Beautiful condition. A classic wooden boat. Elegant brightwork, new deck, rails, hardware and paint, very good sails. One of the fleet's best. Perfect SF Bay racing and cruising boat. Great price: \$7,500. (415) 331-5263.

**PACIFIC SEACRAFT DANA**, 1985. Superb quality 27-ft (incl. bowsprit) cruiser. Roller furling genoa, shower (h/c), CNG stove, oven, singlehander's package, teak everywhere. \$74,000 if new, \$49,900 for this meticulously maintained one owner yacht. 974-0690 wkor331-9252 hm, Peter.

**ISLANDER 30 MKII**, known as one of the best boats built. Active Bay class. 1972, 6 sails incl. spinnaker and gear. Refrig, phone, 8 winches, many extras. Sound hull. Ready to sail. Priced to sell. \$15,000. (707) 431-0830.

**CAPE DORY 25**, 1979. Full keel, brass portholes, teak cabin, o/b, DF, VHF, very clean. \$14,000. (415) 620-2830 or 461-0510.

**25-FT CAPRI BY CATALINA**, 1981. Sleeps 4. Incl. 10 hp Honda, trailer, 4 sails, full spinnaker gear, VHF, stereo, many extras. Just hauled out. Bought 35-ft boat, must sell. \$7,895. 827-1223.

**CAPE DORY 27**, 1980. Exc. condition. Autohelm, dsl, VHF, depth, speed & dodger. Professionally maintained. Buy this boat for cruising the Bay/Delta/Coast. You won't be sorry. Come see Cape Dory quality. \$27,000 or b/o. (415) 357-8297.

**CATALINA 25**, 1979. Very clean, fixed keel, pop-top & cover, slps 5, dinette interior, main, 110%, 150%, spinnaker + gear, 2-spd winches, VHF, DS, compass, Honda 7.5 hp o/b. Call for list of gear. Must sell, \$9,900 or b/o. (707) 252-1287.

**CAL 2-29**, 1977. Modern 29-ft sailboat with large cockpit. Yanmar dsl, wheel steering, Hood roller furling, North sails, new thruhulls. Includes San Francisco Yacht Harbor slip #369. \$23,000 or b/o. Call Bob Louden (408) 741-1100.

**CORONADO 30**. Excellent Bay/Delta sailboat. '87 survey, wheel, stove, heater, KM, digital DF, new VHF. All new mast and rigging, new Hood SeaFurl and jib, new winches, anchor, etc., etc. \$20,000 or b/o. Days: 372-5690.

**CAL 2-27**, 1976. Well equipped boat in strong one-design fleet. All lines led aft for short handed sailing. 7 sails + spinnaker. New Micron bottom 7/89. Comfortable Bay cruiser/racer. Atomic 4 i/b. Folding prop. \$21,000 or b/o. (415) 654-8082.

**PACIFIC SEACRAFT ORION 27**, 1982 CUTTER. Wheel steering, 6 sails, dodger, bimini, boom gallows, radar, Loran, AP, windvane, VHF, ground tackle, etc. \$51,000. (916) 481-3199. \$42,000 if sale completed by 12-31-89.

**CHEOY LEE 26-FT Frisco Flyer**. F/G, Volvo dsl, Honda generator, stereo, VHF, DS, cover, rubber liferaft, three sails; stove, head, water. Must sell - Best offer. (415) 793-9096.

**PEARSON 30-FT**, 1977. 3 jibs, VHF, KM, depth meter, wheel, dodger, shore power, alcohol stove, holding tank, water tank, sleeps 6. Hauled, bottom painted and surveyed Aug. '89. Good condition. Berthed Oakland. \$15,500. John (415) 797-3458.

**C&C 27**. Atomic 4 gas. VHF, RDF, knot/log, AP, cabin heater, 6 sails, 2 anchors, more. Enjoy C&C quality in one of their most successful designs. Excellent condition, original owner. \$19,500. (408) 462-4294.

**CORONADO 25**. 2 yr old 8 hp Mariner o/b. Alcohol stove, pump-out head, freshwater boat. Great condition - Ready to sail. Located Miller Park, Sacramento, berth K-27. \$4,500. \$4,000 without motor. May trade for powerboat on trailer. (916) 888-0700.

**29-FT COLUMBIA MK I**, 1965. Full keel, hauled 6/89. Atomic 4, 8 sails, 2 anchors, KM, DS, VHF, compass, 2 burner stove, sleeps 4. Solid cruiser/liveaboard. Great first boat. In Moss Landing. \$12,500 or take over payments. (805) 650-0645.

**CHEOY LEE OFFSHORE 27**, 1970. F/G, Volvo dsl, full keel, wheel steering, teak decks, ship/shore radio, DS, roller reefing, furling jib, galley, cabin heater, etc. Good coastal, Bay or Delta. Located Emery Cove Marina, berth D-35. \$14,000. Ray (415) 668-2423.

**NOR SEA 27-FT**. Aft cabin cruiser. New 2 GM 20 Yanmar, shore power, trailerable & in good condition. Berthed at Bodega Bay (Spud Point E10). \$37,000. Call 6 p.m.-8p.m. only. (707) 865-2739.

**BABA 30**, 1980 CUTTER. AP, refrigeration, dsl heater, dodger, 7 bags North sails and much more. Bristol condition and ready to cruiser. \$65,000. (415) 655-2735.

**ISLANDER 28**. Sacrifice, owner has new boat, no reasonable offer refused. Exceptionally clean and fully equipped for race or cruise. Diesel i/b, North sails, sleeps 6, mast and all rigging replaced. Phone (415) 435-9513.

**PEARSON TRITON 28.6**. Alberg design. Full keel, Atomic 4 engine, 4 sails, main, genoa, jib, spinnaker, new 2 burner alcohol stove, head, new Riche compass, VHF, AM/FM cassette stereo, sleeps 4. Solid liveaboard cruiser. Sausalito berth. \$7,500 or b/o. (707) 584-4132.

**27-FT CORONADO**. Rigged for cruising singlehanding and liveaboard. 6-ft hdmr in main cabin. Autohelm, Loran, radar, VHF, depth, stereo, dodger & side curtains, 3 jibs, spinnaker, 2 bilge pumps, enclosed head w/holding tank, gimbaled Origo stove, pressure water, AC/DC systems, 2 batteries, Honda 9.9 o/b w/charging system, ground tackle, man overboard pole/horse-shoe buoy and lots more. Cruised to Mexico and Southern Cal. repeatedly. \$14,950. Call (408) 384-2622, Monterey.

**ISLANDER 28**, 1982. Diesel, mint condition. Excellent Bay boat. Furling jib, VHF, auto bilge pump, jiffy reefing, auto battery charger, Lewmar winches. Owner will finance with \$7,000 down, \$238/mo. Price includes dinghy. A-1 condition. \$28,000. Call 939-4242 or 672-6589.

**NEWPORT 30 MKIII**, 1985. 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction. Excellent Bay cruiser with extras. \$35,500/offer. By owner. (415) 941-1172.

**EXPRESS 27**. "Expressway". Trailer, o/b, primary & secondary winches. Sails: #1, 2 & 3's, drifter; 2 spinnakers. Cabin, stem covers, extra "pockets" inside & out. Blue topsides. Lake Tahoe sailed only. \$23,500. On trailer, covered last 2 years. (916) 544-4224, Nov. 10-15 (208) 726-4160.

### CULLEN MARITIME SERVICES, INC.

Marine Surveyors Appraisers

Member N.A.M.S.

2480 Fifth Street, Berkeley, CA 94710  
(415) 849-3041

### BOAT NAMES

by  
*Pintail*

GRAPHICS 415 • 332 • 4710

### CLASSIC BAY ACADEMY'S PROGRAM FOR KIDS 10-16

Aboard the schooner Walrus: Between Pacific Tides, Tortilla Flats, Oyster Pirates  
Ashley's Book of Knots, Sailing Alone Around The World, Human Anatomy  
Coloring Book, Treasure Island, Field Guide to Western Birds, Kon Tiki.  
Semester and Summer programs - Weekends home! Call (707) 874-1000

### FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, int. design.  
Reasonable rates • References • Reliable

18 years experience  
(415) 383-4407

### WOODWORKING

Interior • Exterior  
Hull • Spars

12' Dinghies \$1,695  
Schoonmakers

Sausalito  
(415) 332-2500

### BRITEWORKS YACHT MAINTENANCE

Expert quality wood care. Varnish. Refinishing. Decks. Compound. Wax. Painting. Caulking  
Cleaning. Lettering. Repairs. Maintenance Programs  
Serving the Bay Area 14 years. References. Fast, Reasonable, Work Guaranteed.  
(415) 454-3441.

**OLSON 30**, 1979. 6 sails, 155, 130, 120, 70% spinnaker, 2 mains. New 7.5 hp Merc. Blaupunkt stereo, inside/out speakers. VHF, KT, 6 winches, primaries are 2 speed self-tailing. Must sell with trailer. \$16,000/make offer, trade. (408) 476-2039 or 479-9861.

**25-FT SEA CROWN**. New family forces bargain sale! Unique 3/4 sloop racing design provides high performance, safety...and it's trailerable. Includes galvanized trailer, o/b, very good sails, 3 berths, etc. Excellent condition. I paid \$12,000 – Yours for \$6,500. Dave (707) 725-3945.

**26-FT GLOBEMASTER**. Beautiful, professionally built F/G yacht. It's trailerable, sleeps six, has a furling main, nylon spinnaker and a 150% genoa. Comes with RDF & VHF radios. A cockpit cover and own dock box and slip. A sacrifice at \$6,495 or b/o. (714) 793-0751 or (714) 825-5341.

**ISLANDER 28**, 1978. Wheel, 4 cyl, gas. Excellent condition. Teak interior, Emeryville berth. \$22,950. 654-3992.

**YANKEE 30**. "Connemara". One of the best priced and best sailing 30 footers available (see *Latitude 38* 5/88 and 8/88). Beautiful Sparkman-Stevens design. Perfect for sailing couple, ask us! Many, many upgrades, extra storage, much additional equipment negotiable (including TOYO 4-man liferaft). Cruise equipped with Navick vane, Maxwell-Nilson windlass, Bruce and Danforth ground tackle, dsl, custom dodger, Sci-Tex Loran, VHF, Ham/SSB receiver. See her Emery Cove Marina slip C-59. \$29,500. Consider trade plus \$ for smaller Bay sailer. (415) 236-5454 or (415) 620-5952.

**CATALINA 27**, 1980. 7 sails, 85%, 110%, Mylar 120%, 150%, 2 mains, 3/4 oz spinnaker, knot, depth, VHF, stereo, Universal dsl. All lines led aft. Excellent condition. New bottom 6/89. Must sell - \$16,500 or b/o. (415) 634-1988.

**J-29**. Race ready. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast. Unique and comfortable interior arrangement, galley sink & stove. The J-29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships and is currently leading the 2nd half of the 1989 season. Join a great fleet. Great deal, low or no money down. \$32,000. Call Andy 641-8323.

**PEARSON 26**, 1977. Great Bay boat, only sailed twice. Inside like new. Sleeps 5, sink, head, brand new 8 hp longshaft and battery, more. Moving to East Coast in December – Must sell. \$10,000 or b/o. (415) 331-6915 msg.

**EXPRESS 27**. The time to Express yourself is now! Excellent condition w/trailer, o/b and many sails. \$22,000. (408) 423-5893.

**HAWKFARM 28** "Eyrie". Designed and built locally for S.F. Bay conditions. Active one-design fleet exists. Boat and sails in excellent condition. \$22,000. (707) 257-3577.

**J-29**. Excellent condition. Racing and practice sails. 8 hp Evinrude o/b motor. Professionally maintained. Tune up your skills during the mid-winters and be ready for next season. Excellent fleet. Make an offer – Ready to sell. Phone (415) 328-2408.

**28-FT COLUMBIA**, 1968. Atomic 4, Tillermaster, refrigerator, VHF, compass, DM, four sails, stove (kerosene), new carpet and cushions, sleeps six. Very clean inside and out. Priced to sell, owner moving. \$11,500. Steve (619) 542-1979 or Lilly (619) 295-3705.

**EXPRESS 27**. "Graeagle". Lots of sails & equip including North kevlar main & #1, Loran C, VHF, AP, dodger, Tandem trailer. Great singlehander. \$22,000. (916) 389-2110 eves.

### 32 TO 39 FEET

**NEW 32-FT DREADNAUGHT**. "Tahiti Ketch" hull with ballast. Flush deck with interior roughed in. New 22 hp Saab dsl engine with variable pitch propeller and shaft installed. New dsl Dickinson stove. More extras. \$20,000 or b/o. D: (805) 772-2473 or E: (805) 995-2364.

**HUNTER 37**, 1984 CUTTER. Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM tape stereo, stove/oven, Headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.

**YAMAHA 33 FOR SALE**. 1979-80 sloop racer/cruiser. 12 hp Yanmar dsl w/Monterey slip. Use as waterfront condo. Lots of sails, electronics, AP, cruising gear. \$35,000 or b/o. (408) 375-2002. Partnership possible.

**UNION 36**, 1986. Cutter rig, Signet instruments, VHF, Loran, stereo, burglar alarm, battery charger, Perkins dsl. Boat has been used very little and is in better than new condition. \$72,000. Call (209) 386-0275.

**37-FT CREALOCK**, 1982. One of the cleanest, well equipped, a ready to cruise Crealocks around. Has custom interior, extensive list of gear. \$95,000. Call eves 6-10 p.m. (415) 793-5141.

**32-FT CHALLENGER SLOOP**. Loaded! Veteran of Pacific/Atlantic/Caribbean. Well maintained, ready to cruise. Five sails, refrigeration, electronic and windvane AP's, SatNav, ham radio, Yanmar dsl, Avon dinghy. Norseman fittings, oversized rigging, air conditioner. Only \$41,500, fully equipped. Marv (415) 852-4317 or 793-4435 eves. Cruising gear also available.

**FANTASIA 35-FT**, 1976 center cockpit cutter, offshore cruiser. New alum mast, dodger, Edson steering. Press hot water, VHF, windvane, roomy teak interior, stove, dink, 40 hp dsl. Great liveaboard. \$65,000. Phone (707) 462-1719 or (415) 234-8248.

**36-FT HUNTER**. Fully equipped: Loran C, wind machine, Awlgrip exterior (painted by Nelson's 1988), dsl, Martec feathering 3 blade prop, Doyle Stack Pack main (1987), new interior cushion upholstery, electric windlass, 2 anchors & much more. Outgrew owners. \$44,750. Herb 523-1940.

**PTO ESCONDIDO, BCS** - 1976 Pearson 365 w/ Perkins 4107 rebuilt. As is, where is. \$25,000 firm. 011-52-683-30734 eves.

**CRUISE & LIVE IN THE MEDITERRANEAN**. Hallberg Rassy, Mistral 33. 1975 Swedish built cruising sloop. F/G, teak deck, solid mahogany interior, 5 berths, Perkins, 5 bags of sails, U.S. documented. Excellent condition, beautiful sailing boat. Located Mallorca, Spain. Transfer forces sale. \$36,000. Ken Havens, S. 716 Lincoln Place, Spokane, WA 99204, (509) 747-4191.

**NEWPORT 33**, 1985. Excellent condition. Great club racer, many trophies. Spacious cruising accommodations. For sale, trade or smaller sailboat, 30-ft plus powerboat or partnership with slip in Santa Cruz. \$45,000. D: (916) 355-6615 or E: Wknds: (408) 241-4808.

**ERICSON 39**, 1971. Rerigged 1987. 7 sails, 17 winches. New radio antenna, mast step, cushions, Force 10 heat, vang-rod, line control whisker pole. Sleek flush deck model. Spacious, strong, fast. Back injury forces sale. \$40,000, serious offers. (209) 472-0903.

**CHEOY LEE 36 CLIPPER KETCH**, 1970. Full keel-heavy layup. Rerigged, masts epoxied '88. Dodger, refrigeration, wood stove, VHF, DS/KM, stereo, many sails, more. \$55,000. Real Estate possible. Cruising gear from anchors to SatNav available. Paul E: (707) 763-1827, leave msg. ~

**ALAN PAYNE 10.7 (35X11.4)**. Columbia classic wide body F/G sloop. Great cruiser, liveaboard and ocean sailer. 5 sails, Loran & electronics. Lots of storage space. \$48,000. Reduced to \$45,000. 827-5868 after 6 p.m.

**CATALINA 36**, 1987. Perfectly maintained. Great liveaboard/cruiser. Many extras and custom options. Sobstad sails, Harken self-furling/tending jib, dodger, Universal dsl. Must see to appreciate. Call (415) 237-9668 for complete details.

**MARINER 32**, 1973. Beautiful condition. Perkins 30 hp completely renewed 1988 with rebuilt teak cockpit, engine room, electrical system and epoxy-F/G bottom. New depth and KM. Roller furling genoa. Easy handling, comfortable for Bay or offshore. \$35,000 or b/o. (415) 941-7791 or (415) 949-5835 msg.

**ISLANDER FREEPORT 36**, 1983. Layout B. Excellent condition. Spacious, teak interior, 50 hp Pathfinder dsl, roller furl. \$75,000 firm. Call (415) 849-9678 eves.

**32.5-FT IRWIN KETCH**. Center cockpit, 27 hp dsl. Needs blister work, inside perfect. Hot water, three cabins, refir and ice box, stereo, VHF, TV, heater, 12v and 110 ac, new meters, engine 3 years new. Call Marty \$18,500. (415) 386-4674.

**ISLANDER 36**, 1975. Perkins dsl. Great condition, loaded. Five sails, spinnaker, stereo, shore-power, hot water, many other extras. Great deal - Asking \$44,500. (415) 456-9508.

**FREYA 39 CUTTER**. 10 sails, propane stove & water heater, solar panel & wind gen, AP, vane gear, SatNav/VHF/RDF/DS/VDO sumlog, 80 gal water, 70 gal fuel, cabin heater, washdown pump, sailing dinghy, Hooka diving outfit, Honda gen, dodger, 45 lb CQR, 250' chain, 22 lb Danforth, 100-ft chain, 250' 5/8" rode, 2 spd S-L windlass, clock, barometer, emergency tiller, boarding ladder, Yanmar 3 cyl dsl, less than 100 hrs since overhaul, emergency walker log. Ready to go. Must sell. \$73,000 or b/o. (415) 658-5406.

**35-FT SANTA CRUZ**. Bill Lee custom designed and built racer. Two-time TransPac winner overall. Extensive recent renovations, eleven sails, individual custom controls, fifteen sailing functions, professionally maintained, fabulous sailing. Sacrifice \$37,500 or trade. (619) 276-0459 eves.

**CATALINA 38-FT**, 1983. Excellent condition, well maintained, well outfitted. Three jibs (110, 130, 150%), 3/4 oz. spinnaker, roller furling dual-purpose headfoil, VHF, Signet 2000 KM, dsl, self-tailing winches, pedestal steering. \$43,000. (415) 969-3488.

**32-FT WESTSAIL**. Must sell, moving out of state. Custom paint, dodger, teak & mahogany interior, 3 anchors, 300' chain, 7 sails, refridge, AP, 100 gals water, 60 gals dsl, Volvo dsl. \$42,900/trade property or b/o. (818) 718-6563.

**38-FT ATKINS INGRID KETCH**, 1937. "The Eventide". Unique design: Huge midship cockpit, spacious teak decks. Great racing history: 4th 1951 TransPac, winner 1956 Acapulco. Owned 27 years. Excellent condition. Ford dsl. \$49,500. Tom (619) 434-4992 or (619) 438-8562.

**32-FT TAHTITIANA**. Steel cutter. Well equipped for cruising/liveaboard. 5 sails, Saab dsl, complete electronics, dinghy, Fatsco wood stove, cherry and black walnut interior, Shipmate 3-burner stove w/open. Truck, trailer and cradle. Store boat between cruises. (415) 960-9225.

**RANGER 33**, \$29,500. Berthed Alameda. 6 sails, spinnaker, 3 new '87; self-tailing winches, roller furling headfoil, hydraulic backstay, folding prop, wheel steering, VHF, RDF, knot/deg, wind speed/direction, depth, hot/cold water, shower, oven. Exc. condition. (408) 372-2352; (408) 375-6165.

### FERRARI BOATWRIGHT SERVICES

All marine woodwork.

Full shop and mobile services.

Dry Rot, Planking, Spars, Interiors Designed & Built.  
453-5051

**BOAT LETTERING • WOODCARVING**  
**PETER KAHL signs**

### MIKE PYZEL, MARINE SURVEYOR

Mast top-to-keel inspection & appraisal  
for vessel purchase, finance, insurance & voyage preparation.  
Serving Santa Barbara, Ventura & Marina del Rey since 1978  
(805) 640-0900

### SPARKY MARINE ELECTRICS

Electrical and electronic installations • Trouble-shooting  
Complete boat wiring • High energy battery charging systems  
Quality service • Competitive prices  
(415) 332-6726



### EAST BAY SAIL CLEANING

One week on sail repairs.  
Free estimates.  
Bogart-Goring Sailmaker.  
(415) 523-9011

### INSTRUCTIONAL CRUISES WITH MIKE PYZEL

Learn heavy weather sailing, anchoring & more on 3 & 4 day, personally tailored Channel Islands cruise. Join Solo TransPac and Trans Atlantic skipper Mike Pyzel for the finest professional instruction. Brochure & schedule.  
Pyzel Navigation, P.O. Box 4217, Santa Barbara, CA 93140 (805) 640-0900

**32-FT ERICSON, 1977.** Perfect Bay sailer. Dependable, comfortable, fast and forgiving. Bristol condition. Repowered. New main, radio, gas stove, shaft and cutlass bearing, bottom paint, engine tune. Boat cover. Six months free berth Emery Cove Marina. Call (415) 831-3802.

**ALBERG 35.** Full keel, F/G, Volvo 25 hp dsl, 10 sails, dodger, 5 stwinches, elect windlass, washdown hose, 35 CQR/150-ft chain. VHF, DF, KM, RDF, strobe, propane stove/water heater, cbn heater, press h/c water/shower, liferaft. \$39,000. (503) 673-1944.

**37-FT RANGER, 1973.** Beautiful racer/cruiser. 15 sails, 13 winches, rollerfurler, dsl, wheel, full electronics including Loran, teak interior. Consider small boat as partial trade. B/O over \$32,000. (719) 495-4672.

**BLUEWATER CRUISER 32-FT OD.** 40-ft overall. Very heavily built F/G cruiser. Dreadnaught hull #4. Never in water, 95% complete. 12 volt refer, sails, spar, Saab dsl, epoxy bottom, Sterling sides and topsides. My plans have changed, if your plans include going cruising, then this is the yacht for you! Only one month to completion. Must sell now! Trades considered. \$19,000. Call (415) 373-0490 or (714) 955-3385, ask for Joe. Best buy in California.

**CORONADO 35, 1972.** Great liveaboard, aft cabin sloop. Dsl, DS, KM/Log, VHF, 4 Hood sails, extra fuel, watertanks, stereo, microwave. 1988 survey \$38,000. Must sell \$25,500. (707) 747-1740.

**38T HANS CHRISTIAN, 1977.** Excellent condition. New Hood sails (full batten main, Star Cruiser roller jib and staysail plus all original sails.) LC-90 Loran, custom dodger, Zodiac and much more. Must sell. Reduced price to \$75,000. Eves. (209) 862-4990.

**35-FT ALBERG, #99** by Pearson. 2nd owner. Very original and well maintained. 6 sails. Excellent Bay or cruising boat. \$32,950. Phone (415) 453-4872.

**ALBERG 35-FT.** Pearson built - #37. Exceptionally seaworthy. Circumnavigated the world. Rigged for singlehander, extra heavy cruising rigging/ground tackle. SatNav, electric anchor windlass, Isuzu dsl engine, refrigeration, dodger, windvane. Well maintained for cruising, lots of extras. \$45,000. (415) 332-2164 or (415) 359-3938.

**ISLANDER 34.** Offshore proven design, industrial strength F/G hull. Low hrs Volvo dsl, heavy duty spars & rig, spinnaker gear. New custom interior, CNG stove, Marinetics electrical panel, charger & batteries, cabin heater. Excellent liveaboard. New LPU topsides and epoxy bottom. \$26,950. (415) 232-6114.

**HANS CHRISTIAN 38 MKII.** Excellent condition. Superb liveaboard and/or cruiser. New dodger, electric windlass, Loran C, VHF, Aries windvane, refrig, propane oven/stove, Chesapeake dsl heater, solar panel, dinghy & o/b, 50 hp VW dsl. Moving soon. \$89,000 or b/o. (415) 564-7508.

**CHEO LEE OFFSHORE 36.** Luders design, F/G hull. Good liveaboard/cruiser or Bay boat. Perkins dsl, new refrigeration system, new rigging (stays, halyards, lifelines), new upholstery, new VHF, full boat cover, dinghy w/oars, sailing rig. \$38,000 or b/o. Moving, need to sell. Karen at 865-4351 or 696-5303.

**ISLANDER 36.** Winner at '89 Oakland-Catalina race (see *Latitude* Aug '89). Beautiful maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quick vang, dodger & many extras. Perkins dsl & complete epoxy bottom job. \$58,500, consider partnership. (916) 638-1171.

**DESPERATION SALE - Take over payments (\$36,000)** for this great boat. Pearson 36-ft, 15 hp dsl motor newly rebuilt, Loran, 14 bags sails, S.F. Marina berth. Great ocean cruiser. 1st one with \$36,000 gets it. Call me at 342-2777 or leave msg.

**YAMAHA 33, 1978.** In excellent condition. Clean, dsl, 3 jibs, 8 winches, new Lexan windows, ss natural gas three burner stove w/oven, h/c pressure water, cabin curtains, cockpit cushions, full instruments, Loran, VHF. \$38,000. (415) 799-2879 or 799-0643.

**SANTANA 35** in bristol condition. Mylar headsails, new 150%, two mains, three chutes, instruments, Loran. New bottom developed to strict racing standard. Enjoy fast, fun, colorful racer/cruiser. Call for brochure and video tape. \$47,000. (916) 441-7245 w or (707) 938-3446 h--~

**BENETEAU FIRST 32.** Fast offshore cruiser. 7 sails incl. spinnaker, dodger, 25 hp dsl, LPG stove & cabin heater. Loran, VHF, AP, WS, WD, speedlog, DS, stereo. MOB pole. 2 new 80ah batteries, charger, new Micron bottom. Exc. cond. \$49,000. (415) 826-5804.

**CHINOOK, CASCADE 34,** dsl sloop. Oldie but goodie. Heavy glass hull, never had a blister. A sound boat slowly baking in the Delta sun. Someone with ambitious plans & \$16,000 cash should pick up this sleeper. Call (916) 626-5477 collect.

**ISLANDER 37, 1974.** Excellent cruising boat. Sleeps five. Diesel, Monitor windvane, Autohelm, refrigeration, h/c pressure water, SatNav, radar, windlass, dodger, 7 sails incl spinnaker, SSB, liferaft & much more. Difficult to find a more complete cruising boat. \$45,000. (415) 331-8840, Terry.

**32-FT ISLANDER, 1965.** Atomic 4, roller reefing. Very strong, solid, "over-built" F/G hull. Needs misc work. Asking \$7,500. (415) 547-7346 or (415) 841-9744.

**INGRID 38 bluewater ketch, 1977.** An outstanding yacht for the serious cruising sailor. Very strong & equipped with quality gear to go anywhere in safety & comfort. Beautiful teak interior with refrig/freezer, propane stove/oven, h/c pressure water plus salt & freshwater pump to galley, fireplace. Very good survey Aug. '89. Market value \$75,000 - Priced to sell immediately \$62,500. (415) 364-9324 or (408) 251-2856.

**ISLANDER FREEPORT 41.** Factory kit-boat in orig cradle. Ext teak trim, windows, sole, fuel/water tanks, through-hulls, hull/deck joining all completed. Chain plates, s/s cable, masts, plus more included. Asking \$27,000. Call (415) 524-2861 for inventory & more info.

**COLUMBIA SABRE 32-FT, 1965.** Plastic classic. 6-ft beam, 8-ft cockpit. Spinnaker, small cabin-4 bunks. Good condition. VHF, knot, DS. \$7,000. D: (415) 926-2078 or E: (415) 965-8617.

**33-FT CUSTOM STEEL CUTTER, 1983** Merritt Walter designed dbl ender. Tanbark sails, 32 hp dsl. Perfect for liveaboard or extended cruise. Extensive equipment list. Bristol condition. Take on supplies and leave tomorrow. \$64,000. Ken Katz D: 644-0146, E: 428-4023.

**35-FT UNFURNISHED YORKTOWN CUTTER.** New dsl, many improvements, 85% finished. Must call for details. \$32,000 or b/o. (916) 776-1094.

**CAL 33 SLOOP, 1974.** Cruiser/race equipped, dsl. Excellent sailing characteristics, many upgrades. This is well thought-out boat at an outstanding price of \$26,950. Get more fun for your money. Please phone John DeMeter at (415) 939-3299.

**ERICSON 35-FT.** Exc. condition liveaboard with new Loran, shower, refrig, new head, pressurized hot water heater, CNG stove, quarter berth, desk, S.S.B. radios, wheel, rebuilt 30 hp engine, new exhaust, roller reefing, canvas, cushions, large cockpit. Pier 39. \$31,000. Phone Dave at (415) 391-9780.

**WESTSAIL 32, 1979.** Factory complete. Job and other interests are keeping me from giving her the TLC she deserves. Serious seller! Will consider trade for daysailer. (415) 869-4126.

**EXPRESS 37, 1988.** "Primordial Sloop", North sails, Harken roller, Signet SmartPak. Immaculate. \$125,000. 851-7065.

**36-FT YAWL,** 12-ft beam, 6-ft draft. 1 5/8 ft planking on 3 in oak frames. Wood spars, 40 hp Grey Marine, 60 gal water, 50 gal fuel. No frills, straight forward design. A monument to strength. Comfort & speed in wooden boats built in 1932. Good survey. \$19,500. Michael (415) 479-7128.

**NOR'WEST 33, 1980.** Designed/built in Bay Area for single-handed ocean cruising. Mod. full keel, Yanmar 20, 60 gal water (stainless), CNG, VHF, good sails, stereo and extras, just hauled, good liveaboard. Must sell. \$42,000. (415) 648-8697.

**38-FT NATICAT MOTORSAILER, 1976.** Built in Finland to Lloyd's specs. It's been around the world and is ready to go again. Full compliment of electronics and cruising gear. Asking \$115,000. D: (209) 223-4462 or E: (209) 245-6138.

**OLSON 34, 1989.** Love boat, but divorce court says sell. Plastic still on berths (6). Smartpak, Loran, VHF, spinn gear, wheel, hot/cold pressure water, oven, etc. \$75,000 list, will sell for \$60,000. (916) 891-8736 or (916) 852-0142.

**ENDEAVOR 37, 1982.** Waterfront home & weekend escape. Back on market. Beautiful, well built American boat. Custom designed for living aboard & cruising. Radar, Loran, AP, 50 hp Perkins, roller furling, full battens main, spinnaker, dodger, Awlgrip paint, etc. Custom interior includes 2 refrigerators, TV, VCR, microwave, super storage. Everything new within last 2 years includes everything for gourmet galley. I got married and don't need this much boat. Call for 4 pg equipment list. \$74,000 - Trade for smaller boat? (408) 358-2900.

**35-FT TRIMARAN (HORSTMANN)** Tristar. Mexico veteran, 6 sails, Atomic 4, slps 6, wheel, aluminum mast, electronics, windlass, CQR, teak, mahogany, Richmond liveaboard berth. \$38,000. Trade for property, small sailboat part payment. Call Don for brochure and details. (415) 947-4924.

## 40 TO 50 FEET

**50-FT FORCE 50 PILOTHOUSE KETCH.** Well maintained and equipped, ready for comfortable liveaboard or extended cruise. \$120,000. (619) 574-0695 or 295-3705.

**PERRY 47.** Center cockpit cutter, 2 staterooms with heads & showers, 6 hanging lockers, 300 gals pressurized hot/cold water, refrigeration, pantry, tiled counters, wood-burning and propane stoves, 200 gal dsl, self-tailing winches, F/G dinghy. \$115,000. (415) 875-9345 or (408) 370-7164.

**ALAN OLSON  
ALL  
MARINE  
SERVICE**

Electrical - Carpentry  
Rigging - Mechanical  
Plumbing - Charter - Deliveries  
(415) 331-1282  
(415) 331-9126

### U.P.C. CUSTOM MARINE CANVAS

Cushions 20 Years Experience Delta Enclosures  
Dodgers Biminis Windows Replaced Binnacle Covers  
Boat Covers Call For Free Estimate Sail Covers  
Udom "Pon" Clark (415) 536-4119

Harriet's Sail Repair

Hrs. 10-5 M-F

2041 Taylor St  
S.F. C.A. 94133  
(415) 771-8427

- Painting & Refinishing
- Gel Coat/Blister Repair
- Fiberglass Repair
- & Fabrication
- Marine Wiring

**THE JOURNEYMAN**  
• Complete Mobile Shop •  
The comprehensive yacht  
service at a substantial savings  
(415) 461-5487

- Prop and Shaft Work
- Mechanical Repairs
- Interior Design
- & Repair
- Maintenance Contracts

**PIER 39 (SAN FRANCISCO) SLIP**  
#C-7, in prime location, readily viewed for Pier C gate.  
13'x36' - 45 year lease - \$24,000.  
Call Lenora at Wells Fargo Bank at (415) 977-1640

### DIESEL POWER

Rebuilt diesel engines 10-50 hp. At less than half the cost of new, these re-conditioned units represent great value. We also buy used engines & gen. sets. Basket cases welcome - That hunk of iron equals cash to you

(415) 381-4509



**EAGLE TOW BOAT CO.**  
Yacht & Boat Towing to 50 tons or 100'  
Yacht Maintenance • Yacht Deliveries  
For EAGLETOW Call: (415) 237-8045  
Bill & Elizabeth Stennis, 1120 Brickyard Cove Rd., Pt. Richmond, CA 94801

### MARINE SURVEYOR

Serving all Bay and Delta Areas  
JOHN HALLANDER, P.E.  
• Sail and Power • Fiberglass, wood, metal • 40 years experience  
• Free phone consultation • No travel charge • 24-hr. service available  
Pt. Richmond (415) 237-8412 Bethel Island (415) 684-2698

**PERRY 47 CUTTER.** This long range cruiser, designed by Bob Perry, is a liveaboard dream w/ lots of room & storage. Large salon, huge aft stateroom w/queen size bed, 2 heads, lots of teak & a forward stateroom make this boat very comfortable. The 120 hp Ford Lehman engine, 200 gal dsl, 300 gal water, Adler-Barbour refer, wood & propane stoves, pressurized h/c water & marble counter tops make cruising a joy. Electronics include: VHF, RDF, SatNav, Loran, radar, SSB & solar panel. 5 sails incl. Hood cruising spinnaker & storm jib handle the sailing while 3 CQR plows with 3/8 chain & 800-ft of rode hold you in harbor. Lots of spares are included. (408) 243-7513.

**HUNTER 45.** Near new 1986 cutter. VHF, Loran, stereo, TV, microwave, CNG stove, h/c pressure water, spinnaker gear, optional Furuno radar and fish finder, 55 hp Yanmar, 1.5 KW generator. \$125,000. Chris 777-0450 days or 731-4956 eves.

**50-FT KETCH.** Loaded. Proven superb deep sea cruiser. 30,000 miles crossing Pacific. Survived unscathed hurricane test as told in *Sailing Magazine*. Safest boat afloat. Assessed \$125,000. Sacrifice \$65,000 for fast sale. Trades considered. Owner (619) 482-2323.

**40-FT VALIANT, 1982 CUTTER.** We just completed our cruise. Now it's your turn! VHF, SatNav, Autohelm, refrig/freezer, safety gear, much more! Immaculate, roomy liveaboard. Proven bluewater cruiser. Located in FLA. Will consider delivery. Photos, details avail. \$79,000. (813) 765-5389.

**WILDERNESS 40.** Ready for Winter Series racing. Santa Cruz built racer/performance cruiser. Mull design, tall rig, Navtec rigging/hydraulics. Full racing and cruising sail inventory. Diesel. Cruising for 8 w/ full galley, navigation station, enclosed head. Best offer. David Henderson (415) 851-0112 or (415) 856-9411.

**GULFSTAR CUSTOM 40.** Hood design, 1978. "Athena". Fast, elegant bluewater sloop. Custom teak interior. Teak toe rail and cockpit combing. Rod rigging, Perkins dsl, AP, Loran, VHF, etc. Beautifully maintained. Santa Cruz. \$78,900. By owner (408) 462-2238.~

**"MORNING STAR".** Read *Voyage of Commitment, Morning Star Around The World* and find out all about her 8 years of adventure! She is a 46-ft solid teak Garden Porpoise ketch. Pressure water, shower, refrigeration, 80 hp Perkins dsl, Aries windvane, roller furling headsails, power windlass, etc. \$78,000 firm. 331-2269.

**MARINER 40.** Completely redone mahogany beauty. 85 hp Perkins, shower, stove, windlass, etc. \$39,900 or b/o. 331-2806 or 331-9189.

**FREEPORT 41.** This boat is for the seriously cruise minded only. New 70 hp dsl, 190 gal water, 195 gal fuel, full electronics, hot water shower, liferaft, EPIRB, & much more. Winter special price \$87,000. (408) 252-7391.

**42-FT COOPER PH SLOOP.** This 1984 model has a custom designed interior for living aboard. Excellent condition w/new Yanmar 66 hp dsl. VHF, DS, WS, washer, dryer, microwave and much more. \$125,000. (208) 782-6533 (E) (206) 442-0838 (D), ask for Ken.

**42-FT CLIPPER KETCH** by Cheoy Lee. 3 cabin Luders designed to Lloyd's specs. Glass hull, teak decks and cabin. Diesel, propane stove, oven, refrigeration, h/c pressure water, new sails, interior canvas, VHF, fatho, windlass, stereo, more. Impeccable condition. \$87,000. (415) 851-0495.

**SWAN 441, 1979.** Perfect combination of performance & comfort. All Swan amenities including B&G Instruments, SatNav, refrigeration, Harken furling gear. 12 sails, liferaft & more! New SparsCraft mast & rod rigging. Serious inquiries call (415) 865-6878.

**VAGABOND 42, 1980.** Center cockpit ketch. Exceptionally clean, well maintained. Cruised equipped w/10-ft Zodiac and 7.5 o/b. Located in Ft. Lauderdale. \$89,000. (408) 370-6968 or (408) 246-3276 eves.

**CLASSIC WOODEN HANNA KETCH, 1964.** 44-ft on deck. Just hauled, new paint outside. Needs transmission work. Beautiful condition inside: blue, white, teak interior. Ford 4 cyl dsl, 2 heads, separate shower, separate engine room, lots of extras. \$44,000. (415) 234-1747.

**CORONADO 41, 1974.** Nicest on West Coast. Large aft stateroom with huge bed. Two heads, shower, large galley, teak interior. Diesel engine, radar, AP, electric windlass, roller furling headsail. Fully outfitted and ready to cruise or liveaboard. \$64,000. (805) 983-2248.~

**40-FT PASSPORT, 1988.** Bob Perry design. Yanmar dsl, full battened main, roller furling jib, full electronics. Ready to cruise any ocean. Priced to sell fast at \$189,000. Fax: (415) 237-1724 for more info.

**FAIRWEATHER 40.** Unique opportunity to trade in your 30-footer, aircraft, CA real estate or classic auto. Did I mention I'm motivated? I'll refinance your residence (I'm a mortgage broker), pay all of your closing costs & get you the best rate available today. Robert Perry offshore cutter cruiser, tons of gear & equipment. Like new condition, and I mean new, not just nice. Slip goes. Wife not included, may toss in girlfriend. Bill (415) 636-4302.~

**YORKTOWN 40, 1970.** Aux. yawl, ideal liveaboard/cruiser. F/G w/50 hp Perkins, wheel steering in aft cockpit, dbl companionway leads to comfortable salon, sleeps 7. Hot water, 2 heads, shower, 3 anchors/windlass. 1986 survey near \$60,000. \$39,900/offer. (415) 546-5220.

**CHEOY LEE 47 CUTTER RIG, 1965.** Perkins 4-107, Benmar AP, refrigeration, 9 bags sails, strip planked mahogany, Nick Potter design. Former flagship of San Diego Yacht Club. \$47,000 or will consider real estate equity trade. 332-2468 or 381-6060.

**ISLANDER FREEPORT 41-FT.** Center cockpit, large aft cabin ketch, 6 cyl, 105 hp dsl, 200 gal water, 200 gal dsl, 7 sails, great liveaboard/world cruiser. Lots of extras. A steal at \$85,000. Call 927-1305.

**CHEOY LEE 40 MID-SHIP KETCH.** Luders design, 1977. Beautiful and spacious. Perkins 50 hp dsl. Perfect for cruising or liveaboard. 2 heads, 2 showers, 2 refrigerators, microwave, stereo, full galley, BBQ, teak interior and decks, dinghy or davits. Price reduced to \$79,000. (415) 331-5509.

**COLUMBIA 40** at a very reasonable price. Many sails, mast & upholstery recently redone, DM, ADF, wind info, VHF & more. Roller reefing, propane stove/oven. Sail Bay or world for only \$34,850. Call Bob (707) 446-1039 after 5.

**43-FT WOOD SAILBOAT,** built in France. Very good condition structurally, but needs much TLC and mast repaired. Aft cabin, center cockpit design. Approx 85 hrs on rebuilt Perkins 107. Misc. gear. This boat is a diamond in the rough. \$25,000. 383-4648.~

## 51 & OVER

**58-FT LOA STEEL CRUISING KETCH.** Large fuel & water capacity. Full compliment of electronics. Very comfortable, 2 yrs old, full size galley, 2 heads, full shower & wat bar. Approx 200 hrs on engine, heavily constructed, foamed throughout inside, heavy davits, 14-ft Inflatable, 8-ft dinghy. Lots of share equipment. \$137,500, will accept trade. (415) 832-4329.

**55-FT STEEL SAILBOAT, 1988.** W. German design, fast, nice. OM 352 141 hp Mercedes, generator, refrigeration/freezer, roller furling, full battened mainsail tall rig, big winches, radar, heating and more. \$185,000. 364-3632.

**57-FT LOA KETCH.** Custom built 1984. Strip plank mahogany. Center cockpit, aft stateroom, large salon, 2 heads w/showers. 90 hp dsl engine. Needs some work. Must sell. \$39,500 (Less than half of recent survey value). (503) 761-2933.~

## CLASSICS

**41-FT GAFF RIGGED BRISTOL CUTTER, C.A. Marcy.** Full of character. All the comforts of home and more. Great liveaboard. Don't let this one pass you by. Experience the real tradition of sailing. \$66,000. Partnership dissolving. Chris 552-0644 or Paul McLaughlin 554-1450.

**HURRICANE 30-FT.** "Haven". Beautiful wooden boat. New Spruce mast and rig. Built Sausalito 1952. Insured and qualified for Master Mariners Regatta. Be in the next race. \$14,000 or b/o. Call 935-7096.

## MULTIHULLS

**EMERGENCY FORCES SALE.** Searunner 37-ft. \$30,000. (916) 927-1173.

**50-FT TRIMARAN.** 1,000-ft flush deck, steel cross-arms, 17 watertight compartments, professionally built, new mast and rigging, 11 sails, 3 splitters, working jib to 180, Perkins dsl, draws 32". Fast and strong. Emeryville slip. \$98,500, will consider partner \$50,000. Jesse (408) 475-0295.

**SEARUNNER 37-FT TRIMARAN.** So. Pacific vet. She's a very well mannered lady looking for a new master. Call or write: Mel Phillips, 2635 Cascade Trail, Bremerton, WA 98310. E: (206) 373-0566.~

**42-FT TRIMARAN PIVER "VICTRESS".** Ketch rigged, dsl, LectraSan, head, Norcold 12v fridge. Set up as liveaboard with convenient end-ties slip. \$15,000, consider part trade for MacGregor 26 or equiv. (415) 872-3804.

**40-FT WHARRAM "NARAI" CATAMARAN, 1984.** Professionally built, equipped for world cruise. Malden voyage 1987 from Scotland to San Francisco via Hawaii. Too many extras to list. Full inventory, layout, survey & photos available. \$45,000. (415) 647-5136 or (415) 332-5201.

**36-FT TRIMARAN.** Nicest Lodestar on West Coast. All new rig, LPU topside & deck, fin keel. Yanmar dsl, 5 sails, VHF, knot/log, DS, LPG stove/oven, refrig plus more. As sacrifice at \$25,000 or trade/b.o.? Fax for the facts (415) 367-6095 or call (415) 366-2938.

## MARINE SURVEYOR

Robert A. Viel, Member National Assoc. of Marine Surveyors.  
Approved by all banks and marine companies.

Serving the entire Bay Area and Delta. Wood, Fiberglass and Steel.  
Delta: (916) 776-1094; Bay Area: (415) 420-9450.



## GET YOUR CAPTAIN'S LICENSE!

100 Ton Master or Operator Uninspected Passenger Vessel (6-Pak)  
Classes and/or Home Study Kits

CRAWFORD NAUTICAL SCHOOL Embarcadero & Mission in San Francisco  
P.O. Box 3656, San Francisco, CA 94119 or Phone: (415) 788-4595

## SAIL THE SEA OF CORTEZ

\$1,750 Oct. thru May - \$1,500 June & Sept. - \$1,000 July & Aug.  
41-ft Morgan outisland ketch. Sleeps 7. 3 cabins, 2 heads. Fully equipped.  
Can be crewed and/or provisioned. The Moore's (707) 765-1960

## GRAND OPENING!

*Hayward Canvas is your one stop canvas place!*

We are equipped to handle all your canvas & upholstery needs:  
Boat Covers • Sun Tops • Dodgers • Delta Enclosures • Bimini Tops  
Free Estimates (415) 785-6756 23888 Connecticut St., #4, Hayward, CA 94545

## WATERFRONT POSTAL CENTER

Postage • Message Service • UPS • Parcel Post  
Copy Service • Package Wrapping  
24 Sand Island Road #27, Honolulu, HI 98819  
(808) 842-3084 Carol Post



## S. MAIONCHI & CO.

Quality Marine Maintenance & Repair

Complete Marine Wood Working • Custom Interiors • Fiberglass & Gelcoat Refinishing • Compound & Wax • Dry Rot Damage Repair • Britework References Steve J. Maionchi (415) 584-0740

## YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair  
Expert Paint & Varnish Work • Decks Refinished  
All Work Guaranteed Reasonable Rates 15 Years Experience

(415) 331-9850

## 25' X 7'6" WOODEN BOAT

Strongly constructed, decked fore and aft. Suitable for workboat or fishing boat. Would need modification. Includes shaft, stuffing box, prop., Crusader marine engine - gasoline - never used. L.H. rotating fresh water cooled. Asking \$6,500. May be purchased with or without engine. BARNHILL MARINA & BOATYARD (415) 523-7270

**32-FT PIVER NIMBLE PILOTHOUSE**, built 1981. Cruise ready beauty, full batten mainsail, 3 jibs, spinnaker. Barent 18 halyard, large 2 speed Arco self-tailing sheet winches. 2 burner Force 10 propane stove, large dbl stainless sink. 4 Arco solar panels power refrigerator, cabin lights, VHF, DS. Excellent Yanmar 12 hp i/b, wheel steering. Simpson/Lawrence windlass, 35 CQR + 18-ft 3/8 BBB, 28, 24 Danforth. Swimstep, nets, stanchions round it out. Berthed Petaluma River. Asking \$27,000. (707) 829-3428.

**HOBIE 18-FT MAGNUM**. 18-ft catamaran, Magnum wings, dbl trapeze, Harken rigging, trailer. Warranty - Used only one season. Must sell, need immediate cash. (415) 381-1807.

## POWER & HOUSEBOATS

**48-FT COMMERCIAL FISHING BOAT**. Good hull, engine (671), gears, prop. A home, a business, a write-off and you net \$127/mo from PGE in Moss Landing berth. \$5,000. (415) 547-7346 or (415) 841-9744.

## PARTNERSHIPS

**1/2 INTEREST IN SANTANA 35**. The nicest of them all. Must sell my interest as soon as possible. \$22,500. (415) 687-0111 days or (415) 672-6490 eves.

**1/3 SHARE, CAL 30**. 5 jibs, 3 spinnakers, stove, radio, etc. Excellent S.F. Marina berth. \$3,000. Call 621-1617 between 1-4 p.m. only. Ask for Dian or Michael.

**YANKEE 30 MARK III** cruiser featured *Latitude 38* October. Upwind Emeryville berth. Professionally maintained. Large experienced sail inventory, newly rebuilt Atomic 4 engine. 1/4 share for sale, \$4,000 plus \$150 per month. Call Mike 938-2153, eves.

**HUNTER 37**. 1/4 share avail for responsible person. Well equipped. Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own & have fun on Bay. \$2,100 buys 1/4 share. \$300/mo includes slip/boat payment. Tiburon berth. Bruce wk: 543-8666 or hm: 435-5626.

**1/2 PARTNERSHIP AVAILABLE** for 1988 Catalina 30 berthed in Santa Cruz. Roller furling jib, dodger, 25 hp dsl, SL 160 Fastpak, more. \$4,000. If you desire a responsible partner and a comfortable boat in excellent condition. (408) 354-1754.

**TIMESHARE OPPORTUNITY**. Enjoy our professionally maintained, well equipped Ranger 33. Prime upwind Berkeley berth, roller furling, KM, DS, Loran, VHF, Lectrasan head, CNG galley, wheel, safety package, etc. 25% usage includes berthing, insurance, fuel, maintenance, etc. \$200/month. 525-7477 eves.

**DOWNEASTER 38-FT**. 1/3 rental or equity interest. Ballena Bay slip, poss. relocation. \$250/mo. Pedestal steering, dodger, hard dinghy. Great Bay/cruising or liveaboard. Call Roman (415) 221-5058.

**CATALINA 36, 1986**. Incredible opportunity! Successful partnership for 15+ years, has a single opening. If you are an experienced Bay sailor, let's talk about reducing your sailing costs. (408) 243-5692 Jack or (408) 866-4300 Doug.

**1/3 PARTNERSHIP IN O'DAY 39-FT** sailboat. 3 staterooms, 2 heads, full electronics. Unlimited use, Emeryville berth. Call (916) 581-0440.

**MORGAN 41**. Pier 39 berth. Partnership available. (415) 951-2108 lv msg.

## TRADE

**NEED A HOUSE FOR A MONTH?** Wishing to trade 2-4 wks in Portola, VA. Home for live on board exp. on your boat. Sail or power ok. Exp. yachting couple plan only limited use of boat on weekends. (415) 854-0865.~

**NEW BABY AND WE NEED MORE ROOM!** Family of 4 wants to trade 31-ft steel, equipped, bluewater cruising sloop and/or 28-ft fully equipped 1981 motorhome for 45-ft (or up) cruising sailboat. No wood/ferro. (707) 875-2540.

**SAIL FREE!** In exchange for storing San Juan 21 on trailer. Driveway OK. Sleeps 2+, large cockpit. VHF, DF, compass, o/b, stereo, 2 anchors, emergency gear. Excellent condition. Generous use of boat guaranteed. Fast and safe. Phone Matt at 524-2250.

## BERTHS & SLIPS

**EMERYVILLE, 40-FT UPWIND BERTH** for rent. Slip #B-60. Excellent location & facilities. Quiet, no surge, quick access to central Bay. Lease. \$180/mo. Phil (408) 377-7951 or (408) 756-5734 days.

**50-FT SLIP AT PIER 39**, East Marina. 45 yrs remaining on lease. Good facilities, great location. \$52,000. (408) 247-9324.

## CREW

**SALTY, SLIGHTLY RUSTY** and somewhat weathered but attractive So. Pacific veteran skipper looking for female playmate/companion/soulmate to help take 40-ft Concordia yawl from Miami to West Coast via Virgin Islands, Martinique, Panama and Hawaii. Skipper is 40, a non-smoker/drinker into honesty, quality, sharing, communication and personal growth with a good sense of humor. If you're 25-40, physically fit, attractive, financially and emotionally stable and perhaps tired of the 8-5 grind and could handle 9 mos. (or more) of sailing, adventure, windsurfing, scuba diving and sunning your buns in the tropics, drop a recent photo in the mail and tell me why we should have coffee/lunch and discuss the reality of sailing off into the sunset. Rik, 221 SW 153th #147, Seattle, WA 98166.~

**CREW POSITION WANTED**. 47 year old male, experienced hand, any kind of weather, offshore or Bay, leisure or racing. Weekends or weekday eves. Ron F. H: (415) 365-8753, W: (415) 780-5482, lv msg.

**SINGLE SAILING LADY WANTED** for fun, sailing and friendship on the Bay and occasional coastal cruises (Mexico in the Fall?) No sailing experience required but must be NS, 25-40, attractive and looking for fun and adventure. Call (408) 243-7513.

**FEMALE CREW/COMPANION WANTED**. Should be 25-35, fit or semi-athletic for my sailboat in the Caribbean this Winter. Licensed skipper, 40's, kind, healthy, nice looking, intelligent, single, non-smoking, no drugs, but fun! I will teach you to sail, scuba and fly fish for Bonefish. Sincere rare opportunity for a down to earth, outdoor living, real person. Best Winter you ever had. Send brief note photo and phone to: Jay Spivack, 177 Telegraph Rd. #303, Bellingham, WA 98226.

**EXPERIENCED NAVIGATOR-YACHTSMAN** with worldwide sailing experience seeks berth. Preferably extensive delivery or cruising including preparation. Written references available by mail. Please contact: Clas Olsson, c/o 312 E. Rustic Rd., Santa Monica, CA 90402.

**SWASHBUCKLING BLUEWATER SKIPPER** planning the ultimate world cruise, seeks female co-captain with bluewater experience, education and looks. This "forever" cruise starts with boat selection, commissioning, provisioning, local shakedowns and Bahroooml. Send prolific dossier to: Cruise, P.O. Box 80006, San Diego, CA 92138.~

**NEED CREW TO HAWAII OR?** Husband-wife, 37 & 41 yrs, coastal sailors, desire offshore experience on capable boat. Departure dates open duration up to 3 1/2 weeks. S. Sandstrom, 21675 50th Ave., Langley, B.C. Canada V3A 3T2. (604) 530-1046.

**I WANT TO CREW**. 29 yr old male looking to crew to So. Pacific, have 2 yrs to explore. Experienced, reliable, trustworthy, financially secure & will share expenses. Available NOW. Andrew Hogan, Box 7215, Santa Cruz, CA 95061. (408) 462-6583.

**CREW WANTED**. Beautiful, well equipped 50-ft ketch has crew position available in December. Come aboard in Belize and sail to Cancun & possibly on to the Caribbean. Share the expense and adventure. Call (408) 984-6555.

**I WANT MORE!** A So. Pacific season and I'm ready for multi-year adventure as crew on steel or wooden sailboat. Single, 46, female, open to relationship but cruising is more important. Ready to leave Dec/Jan. (415) 331-7921.

**CREW MEMBER NEEDED FOR CRUISE** to Mexico, Galapagos and So. Pacific with male, 32, aboard new 27 Nor'Sea. Experience and navigation skills preferred. Leaving Santa Cruz ASAP. (408) 257-3876, Todd.

**SEEKING LADY 40+**, interested in weekend sailing leading to long term cruising. Priorities are enthusiasm, adventure, patience and commitment. Current boat is 35-ft ketch located Richmond Marina Bay. Write: Wayne, 320 W. 3rd St., C-118, Santa Rosa, CA 95401.

## MISCELLANEOUS

**ULMER KOLIUS FLASHER/DASHER** cruising spinnaker for Ericson 34. Brand new. Cost \$1,800, sell \$1,000 or b/o. Dave Render 523-2399 after 6 p.m.

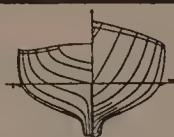
**SEXTANT** - Tamaya sextant, model #621. Unused. \$750. Navigation handheld computer, Texas Instr. 58C with all manuals, cases, charger and 12V adaptor. \$100. Steam Flotation Vest, youth size. New. \$18. (415) 664-7777.

**DOLPHIN NESTING SAILING DINGHY**, F/G unsinkable, \$550. Gorgeous spinnaker 36x20, \$500. 9 batten main 29x12, \$195. (415) 883-6564.

**TRIMARAN WANTED, 36-40-FT**. Offshore capable. No fixer uppers please. S. Sandstrom, 21675 50th Ave., Langley, BC Canada V3A 3T2. (604) 530-1046.

## NEPTUNE MARINE

Specializing in  
Electrical & Mechanical Repair & Installation  
(415) 883-8025



**WORLDWIDE YACHT & SHIP DELIVERY**  
West Coast - Trans Panama - Caribbean - East Coast  
Power & Sail  
**PROFESSIONAL YACHT SERVICES**  
(415) 459-2987

## AFFORDABLE CANVAS COVERINGS

Main Covers • Jib Bags • Wheel and Binnacle Covers • Bimini Tops  
Interior and Exterior Customs Cushions and Full Length Covers  
Quality canvas at a reasonable price is our goal.  
Call Kelly's Covers (707) 792-0908

## MARITIME ATTORNEY

Resolving warranty, purchase/sale, foreclosure, charter, construction, accident and tax problems since 1960. Practical sailing experience counts ...  
Over 40 years racing/cruising from Mexico to Canada.  
William E. Vaughan, 17 Embarcadero Cove, Oakland, CA 94606 (415) 532-1786

## BERTHS AND SLIPS

\$3-50 per foot lease.  
Just South of Jack London Square, would suit up to 16 feet.  
(or larger with low tide restrictions)  
Call (415) 465-5811

**WESTWOOD**  
SAILS SAUSALITO

67 Libertyship Way, Sausalito 331-7137

## MacGREGOR VENTURE 24

Trailer, head, sink, Honda 10 o/b, canvas Eisenglas for pop-top, 3 sails, includes genoa. Excellent condition - Stored covered in Winters. Great boat for the Bay and Delta. Asking \$4,800/ofer.  
Call (707) 539-5397 eves or (707) 528-3800 days

## SAIL HAWAII ABOARD OCEAN 71

USCG licensed Captain (owner-operator) with 16 years inter-island experience tailors charters to your experience and desires.  
Fine food, congenial crew, competitive rates.  
Makanalani, 24 Sand Island Rd., Honolulu, HI 96819 (808) 842-7518

**BAREBOAT CHARTER.** A gorgeous 36-ft Bristol sloop out of Sausalito. This boat has *everything*. I am seeking one individual only who has at least two years experience and is willing to commit \$225 per month to have a perfectly maintained fine yacht at your disposal year round. Don't pay the high prices of sailing clubs to get an ill-maintained and unloved yacht. No lessons, no learners, only experienced sailors need call. Call Paul at (408) 730-1095.

**WE REGRETFULLY HAVE TO CANCEL** our vacation. Moorings 432 available for charter before Dec. 19th. Any Moorings location \$1,500 per week. Call (415) 435-6165 (may leave msg.)

**SHARP LAP-TOP COMPUTER** with navigation & work processing software. Runs 7 hrs on batt. pack or 12v. Brand new, still in box. \$550. Call 369-6874.

**ATTENTION: GALE COLBERT** - Remember the Gale Catcher? Please write to Box 2937, Redwood City, CA 94064.

**COLD MOLDING LUMBER.** Red cedar, 479 sq ft, 1/8" thick. \$170. (415) 883-8025.

**RADAR, RAYTHEON 3100 & ALARM,** \$680. Loran/Plotter, Apelco 6600, new, \$590. Steams roller furling headstay, 49.5 ft, \$350. CNG tank, \$120. Professional mariner charge controller & battery meter. Need GPS system, scuba tanks & gear. 332-1435.

**TEAK LUMBER.** Nom. 2x6 finished lumber in 8-ft to 10-ft lengths. Approximately 110-ft total. \$1,000 takes it all. Will sell pieces at \$10/board-ft. (415) 894-3158.

## USED GEAR

**1988 JOHNSON OUTBOARD,** 15 hp long shaft \$700. Seagull, \$100. (415) 369-5013, Bill.

**SPINNAKER,** .75 tri-radial, 46-ft luff, 27-ft foot, from Tartan 37-ft. Like new, \$750. Achilles Sportboat, SPD-4AD, used once, \$600. Zenith TransOceanic, SW receiver w/SSB, \$300. (415) 682-7861, eves.

**1 YR OLD MAGNAVOX 4102** w/fluxgate compass including antenna w/manual, \$1,500. (707) 545-4955 days 8-6.

## WANTED

**OUTFITTING ANTIQUE SOLING.** Trying to find the following for cheap: used sails, anchor, motor (preferably 4 hp longshaft), handheld VHF and miscellaneous other Soling artifacts. Call Rob at 383-8205.

**SELLING YOUR BOAT OR NOT USING IT?** Don't pay berth fees this winter! 35 yr old, responsible woman (small boat owner) seeks temporary, comfortable liveaboard. Terms negotiable. I'm experimenting before I take the leap and purchase. Thanks! 861-4116.

## RICK'S DIVING SERVICE

*Underwater Hull Cleaning  
Zinc Inspection & Replacement  
Lost Articles Recovered  
San Rafael, CA (415) 454-8119*

## OFFSHORE YACHT BUILDER NEEDS ORDERS/CAPITAL

Very Flexible! High Quality Workmanship!  
Call Mr. McDonald 011-676-22485  
Sunday - Thursday 1 p.m.-9 p.m. Pacific standard time

**TRAILER WANTED:** Single or double axle trailer for light keelboat with 4.5-ft draft. Leave msg. (415) 826-6516, Tom.

**CNG TANK,** Force 10 type heater, drifter and 110% sails for 36-ft boat. Jack D: (415) 791-8616 or E: (415) 582-1519.

**LET ME HELP YOU PAY YOUR DOCK FEES.** I'm a clean, neat, non-smoking professional and have business in the Bay Area several times a month. I prefer a boat to a hotel and I'm looking for a 30-ft sail or power boat to sleep on 4-6 nights a month. I'm not interested in taking the boat out, only sleeping on it. I'm an experienced sailor and will take good care of your boat. Easy Bay or Marin Marina preferred. Call Jim (916) 823-1303 days.

**EARLY MODEL BILL O'BRIEN "BOBCAT"** catamaran. Call Greg (707) 526-2346.

**SAILBOAT TRAILER.** Need trailer for Coronado 25. Dual axle, brakes. Will consider trailers that can be modified. Call Barry eves (415) 223-7391 or days (415) 234-9090.

**WESTSAIL 32 WANTED.** Can pay \$30,000 cash for a completed boat. Call (415) 236-5839.

**WHISKER POLE,** approx 12-22 ft, dia 3 1/2 in. piston fittings, line adj or pin lock. Call (415) 637-9685 evenings or leave msg.

## JOB OPPORTUNITIES

**CLUB NAUTIQUE,** San Francisco Bay's premier charter club, needs licensed, experienced sailing and power instructors to teach our comprehensive program in Alameda and Sausalito. Call Gus Conklin at (415) 865-4700 or send resume to 1150 Ballena Blvd., Suite 161, Alameda, CA 94501.

**YACHT SALES.** Growing, dynamic brokerage firm located in Alameda seeks sailboat oriented salesperson. Our program will make you money! Participation potential for the right person. Apply in person or send resume to Ballena Bay Yacht Brokers, Ballena Isle Marina, 1150 Ballena Blvd., Suite 121, Alameda, CA.

**SKIPPER WANTED TO TEACH** sailing & power to skipper charters and deliveries. Must be fun loving, have sense of humor, patience and 6-pak license. Call Linda, Horizons, 521-5370.

**THE ARMCHAIR SAILOR BOOKSTORE** requires a permanent part-time employee. A basic knowledge of navigation and sailing is essential. Phone (415) 332-7505.

**HARBORMASTER NEEDED.** The Stockton Sailing Club needs to replace our retiring Harbormaster/Facilities Manager. Send resumes to SSC, 4980 Brookside Rd., Stockton, CA 95207.~

## NON-PROFIT

**WOMEN BOAT OWNERS AND SAILORS** - For information about Bay Area Women at the Helm, a lesbian boating club open to all women. Call 534-3730. Check us out.~~~

## BUSINESS OPPORTUNITIES

**OFFICE SPACE AVAILABLE** in Sausalito. Share w/sail loft. Partitions, skylights & windows. Inexpensive. Marine bus. preferred. (415) 331-7137.

**EARN 14% INTEREST.** Socially responsible maritime education project needs seed money. \$40,000 unsecured at 14% and 20,000 to 100,000 to 10-12% secured by school vessel. 10 year notes, 5 year payback likely. \$5,000 minimum investment. Box 1202, Occidental, CA 95465.



## THE JOURNEYMAN

*Diesel and Marine Systems  
See our other ad  
461-6369 • 461-5487*

## PROFESSIONAL YACHT DELIVERY CO.

*Experienced Captains and Crew to Deliver Your Boat.  
Any Port USA/Canada/Mexico & Central America • Sail/Power/Commercial  
Reliable, Safe, Excellent References James W. Conway  
Los Angeles & So. California: (213) 380-0169 No. California: (415) 948-5121*



**NEW OLSON 25**  
with North Race Package, \$19,995  
(plus tax & license)  
(916) 891-8736

PHRF  
165



**THE NEW CAPRI 26**  
Super wing keel design  
Sallaway \$19,995  
(plus tax, license & options)  
(916) 891-8736

FREE  
FLEET  
TRAILER

## SEVEN SEAS YACHT CHARTERS

offers hundred of fine power and sailing yachts for a Caribbean or Mediterranean cruise tailored and catered for you.  
Elegant Cuisine • Personal Service • Surprisingly Affordable  
Call 800-346-5355

## CHARTER SEA OF CORTEZ

Sail or Power - Bareboat or Crew  
MEXICO CHARTERS, Caracol #121, Fracc Balandra, LaPaz, B.C.S., Mexico  
California: (209) 666-1414  
Mexico 682-20900 or 682-22047 • Fax 682-54009

## HAWAII - SAIL MAUI, LANAI, MOLOKAI

on Hawaii's most popular yacht: 44-ft Whistling Swan.  
Learn ocean sailing techniques, scuba or snorkel reefs in secluded anchorages.  
Explore ancient ruins. Gourmet meals, large shower, private cabins.  
\$895/person/week or \$2,950/private. Brochure: (808) 558-8969

## THIS COULD BE YOU!

*Do you have a business that needs inexpensive advertising?  
Why not try an ad in the Classy Classified business section?  
At only \$35 per month and a distribution of 48,000, Latitude 38  
offers advertising that reaches people far and wide at minimum cost.*



# NOVEMBER CLEARANCE

**ALL SEA BAGS  
50% OFF**



**\$14.37  
Up**

**ALL CABIN LIGHTS**

DOME READING



SALE  
\$11.90 & up  
AND MORE



SALE  
\$24.35  
ABI QUALITY

**CHAFE KITS**

Sale Price

3/8.....	<b>\$3.15</b>
1/2.....	<b>\$3.57</b>
5/8.....	<b>\$4.17</b>
3/4.....	<b>\$4.55</b>

**30% OFF**



**3-STRAND NYLON  
40% OFF**

Sale Price

1/2.....	<b>30¢ ft</b>
5/8.....	<b>48¢ ft</b>
3/4.....	<b>66¢ ft</b>



**DICKINSON HEATERS**



**NEWPORT  
DIESEL  
\$514**



**NEWPORT  
FIREPLACE  
\$239**

**WATCH CAPS**

**\$3.35**



**FOR ALL YOUR HANGUPS**

**BRONZE OR CHROME HOOKS**

(All Styles)



**\$1.76  
and up**



**30% OFF  
LIST**



**\$595.00**

**Up**

With  
Flame Failure  
Sensors



**MAST TRI COLOR  
WITH ANCHOR LIGHT**

**\$69.95**

*Others  
On Sale Too!*

*German Quality*

**DOCK LINE SNUBBERS**



**Small.....\$16.87**

**Medium....\$20.63**

**Large.....\$29.96**



VISIT US  
AT OUR  
NEW  
LOCATION!!

**LANDFALL**  
210 HARBOR DRIVE SAUSALITO

(415) 331-2806





# Fraser Yachts

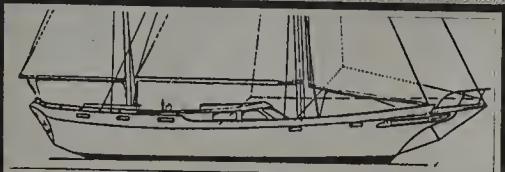
320 Harbor Drive, Clipper Yacht Harbor, Sausalito, California 94965 (415) 332-5311

NEW CONSTRUCTION

MARINE INSURANCE

CHARTERS

DONATIONS



44' of classic lines and true liveboard comfort. Great cabin aft, two heads and showers. Center cockpit. Expansive decks. A luxurious ketch in Bristol condition. Asking \$116,000.



For comfortable Bay cruising there is nothing like a trawler. This 36-ft ISLAND GYPSY has large aft cabin, rich teak interior and twin Volvo 235hp diesels. Very fully equipped. Asking \$142,500.

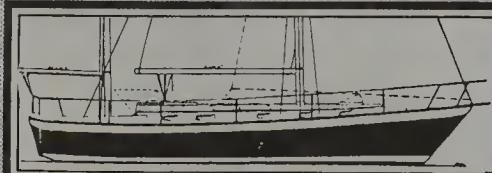


A Bay beauty is offered for sale at \$325,000. Sleeps eight in four cabins. Great galley. Stand up engine room. Beautiful deck saloon. Fully equipped pilothouse. Hardwood hull. Outstanding!!

## SPECTACULAR BUY 70' STEEL KETCH MOTORSAILER

A gorgeous "yacht" in every sense of the word. Fully equipped for world cruising. Ideal layout for charter work with six staterooms. Large deckhouse with dining area for eight. Big engine room with generator and work bench. Here is a vessel that can pay her way. Asking \$450,000 - And offers are invited. Sausalito location.

## SABRE 34 \$10,000 Price Reduction



Pearson 424 ketch. Top condition. Full electronics and cruising equipped. Spacious interior with private aft cabin and large galley. Westerbeke diesel. A go anywhere in comfort boat. Asking \$105,000.



43-ft of liveaboard room. Huge aft stateroom, gourmet galley, dining area, saloon, guest stateroom. An exceptional and fast trawler (16kn). Twin Perkins diesels. Bargain at \$98,500.

## ATTENTION BUYERS & SELLERS

Fraser Yachts is a unique brokeroge. We maintain five offices spanning the entire Pacific Coast and Florida. If you are a Buyer, we know what is available and where the bargains are. If you are a Seller, list with us for maximum exposure. We also cooperate with over 100 other top yacht brokers nationwide. Whether you are buying or selling, coverage is the key. Let us handle your needs professionally. Call us today.

LINDY LINDQUIST • KEONI WARINNER • DAVE SHELDON

## ADVERTISER'S INDEX

Allstate Insurance-Gogna	70
Al's Marine Supply	55
American Battery	36
American International Yachts!	168
Anchorage Brokerage & Consultants	13
Arena Yacht Sales	24
Armchair Sailor, The	69
Bailiwick	71
Ballena Bay Yacht Brokers	170
Ballena Isle Marina	48
Ballenger Spars	18
Balmar	37
Bay Academy, The	17
Bay Bridge Yachts	166
Bay Riggers, Inc.	6
Baytronics	61
BC Navigation Center	57
Bellhaven Marine	168
Benicia Marina	52
Beowulf Publishing	14,15
Berkeley Marina	18
Boater's Friend	153
Boettcher & Murray	40
Bay Scouts - Old Baldy Council	66
Boy Scouts - San Francisco	72
Boy Scouts - Stanford	40
Brisbane Marina	56
Bruno's Island	152
Cable Moore/Famet Marine	36
Cal Adventures	75
Cal-Coast	54
Cal-Marine Electronics	63
California Custom Canvas	73
Calif. Maritime Academy Faund	76
Capital Workshop Insurance	58
Chain Mate	37
City Yachts	21
Club Nautique	65
Calomb Insurance	66
Continental Marine	60
Corsair Marine	35
Cruising Seas Delivery	154
Cryer & Sans, William T.	36
D'Anna Sailing Ca.	2
DHR Lamps	55
Dickerson, R.E. Insurance	155
Downwind Designs	154
Downwind Marine	10
Doyle Sails	40
Dutch's Marine	66
Eagle Yacht Sales	31
Edgewater Yacht Sales	167
Edinger	154
Emery Cove Marina	60
Energy Depot	63
Farallone Yachts Sales	31
Feeney Wire Rope & Rigging	152
Foolproof Marine	73
Forbes Island Tours	38
Foredeck, The	55
Fortman Marina	36
Fraser Yachts	165
Garrett, Dave, Sailing School	38
Gianola & Sans	76
Glen Cove Yacht Sales	166
Golden State Diesel	70
Golden State International	172
Gorman, Bill, Yacht Sales	171
Grand Marina	12
Hamilton Engines	68

Hard Sails USA	50
Harken	176
Hart Systems	36
Haynes Sails	76
Heim's Marine	154
Helms Yacht Sales	35
Hewitt's Marine	68
Higin Sails	49
Hood Sailmakers	27
Horizon Sailing School	75
J-Boats	30
Johnson-Hicks	44
Jones, Hugh, Yacht Sales	32
Kane Marine	68
Kappas Marina	64
Kelly-McCall	20
Kensington Yacht	29
Lampe & Martin	172
Landfall Marine	164
Larsen Sails	175
Leading Edge Sails	58
Lee Sails	24
Long & Assoc.	70
Marc West Shoes	71
Marina Park	28
Marin Yacht Sales	174
Marina Palmira	64
Marina Village	26
Mariner Boat Yard	34
Mariner Square Yachting Center	29,30,31,32,33,34,35
Maritime Electronics	62
Maritime Store, The	121
Marks-Clark Insurance	60
Marlinspike Jewelry	56
Martinez Marine	121
McGinnis Insurance	72
Metal Magic	48
Milana Yachts	173
Minney's	52
Monterey Bay Fiberglass	48
Moorings, The	131
N.C.M.A.	18
Nautar-Swan	166
Nelson's Marine	74
Nar Cal Yachts	33
North Sails	8
North South Charters	130
Nau-T-Kal	154
O'Neill's Yacht Center	42
Offshore Sailing School	130
Oyster Cove Marina	10
Oyster Point Marina	155
Outboard Motor Shop, The	64
Owl Harbor	154
Pacific Coast Canvas	50
Pacific Cup	76
Pacific Marine Exchange	155
Pacific Yacht Imports	46
Parker, Kent, Surveyor	168
Parker, Kermit, Yacht Sales	169
Passage Yachts	4,5
PBJ Dory Co	36
Peel Away	37
Pelafoam	36
Peninsula Marine Services	9
Pineapple Sails	3
Pioneer & Co.	24,25
Proper-Tighe Marine	154
Railmakers	50
Rex Yacht Sales	167
Richmond Boat Works	51,53
Richmond Marina Bay	58
Richmond Yacht Service	52
Rogers Electronic Service	153
S.F. Boat Works	66
Sail Exchange	70
Sailing Quarterly	43
Sailamat	69
Sanford-Wood Boatyard	11
San Leandro Marine Center	45
Scanmar Marine Products	153
Scan Marine Equipment	155
SCE Engineering Labs	24
Schoonmaker Paint Marina	38
Sea of Cortez Yacht Charters	130
Seattle Select	37
Ships Chandlery, The	72
Shore Sails	121
Sobstad	69
South Beach Harbor	16
Spinnaker Shop, The	10
Stanford University	56,170
Starbuck Canvas	69
Stockdale Marine & Nav Ctr	168
Stone Boat Yard	70
Subway Sandwiches	17
Sunroad Resort Marina	70
Sunset Yachts	7
Superior Yacht Sales	166
Sutter Sails	28
Svendsen's Boat Works	101
Tailwinds Navigation	36
Technical Education Institute	17
Tedrick-Higbee	76
Thomson, Charles Yachts Ltd	47,172
Tradewind Instruments Ltd	6
Tradewinds Sailing Center	22,23
Tuff Luff	37
UK Sails	41
United Yachting Ventures	169
U.S. Paint	62
U.S. Yacht Bureau	154
Vallejo Marine	55
Voyager Marine	28
Waterfront Association	19
West Marine	77
Westwind Precision Details	64
Whale Point Marine Supply	39
Whitecliff Homes	28
World Yacht Center	59
Yegen Marine	30



# NAUTOR'S SWAN

**George Steinemann — Broker**

2507 West Coast Highway, #203, Newport Beach, CA 92663

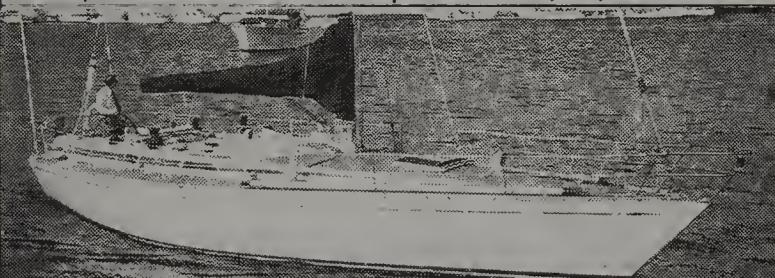
**(714) 645-4600 FAX (714) 645-7216**

**(415) 332-0291 — Sausalito, CA**

**EXCLUSIVE DEALERS FOR NAUTOR'S SWAN**



**SWAN 59 "MS BLU" ('86).** Superb Frers design in impeccable condition, with complete racing as well as cruising inventories. Racing gear includes Kevlar sails, full hydraulics, twin pedestal grinders. Cruise with full-batten main, generator, leather interior, extensive electronics. Located Newport Beach ... \$1,150,000



**SWAN 42 "MYSTERE" ('83).** Unquestionably the finest of these Holland designs anywhere, with tall rig, full Kevlar racing and cruising sail inventory, plus 3-way hydraulics, autopilot, central diesel heating, electric windlass, and radar. Maintained to highest standards. Located Marina del Rey ... \$240,000



**SWAN 44 "TALIA" ('73).** Complete refit in 1986, with new Nav station, radar ('89), Loran, SatNav, and autopilot, plus a custom double berth aft. Teak decks recaulked '88, refurnished interior. Located Bay Area ... \$150,000

**SWAN 44 "Impossible" ('79).** Holland design with autopilot, SSB, furling headail and 12 sails. Dark blue hull, elegantly appointed interior. Located Bay Area ... \$185,000

**BALTIC 51 "Secret Love" ('81).** Tall rig, 4-cabin design with new engine, SSB, SatNav, Loran, autopilot, Heart 12/110 v inverter. Owner bought new Swan 53, anxious!! ... \$275,000.

**SWAN 371 "Bushido" ('80).** New Spectra main and 155% genoa, new interior upholstery, 2-blade Max prop, SatNav, SSB, autopilot, radar and B&G instruments. Also refrigeration, central diesel heating, electric windlass, and hydraulic backstay ... \$149,000

**BALTIC 38 "Zingaro" ('84).** Peterson design w/ autopilot, Loran, Lo-Kata RDF, VHF, B&G instruments. Also refrig., dark blue hull, teak decks, air conditioning, and high-end stereo system. Located San Diego ... \$160,000

Illustrations shown may in some cases be sister ships. Particulars believed to be correct but not guaranteed. Subject to price change prior to sale, or withdrawal without notice.



## GLEN COVE YACHT SALES



### 37' TAYANA, 1979

Pilothouse cutter.

Perkins diesel, full galley w/ propane stove. Sailing dinghy on stern davits. Just placed on market and below book.

Call Lee ... \$67,000.



### SAIL

23'	CORONADO	— Two to choose from	\$5,000
24'	LAPWORTH '60.	Classic Plastic. Just Reduced!! Owner Anxious	
27'	HUNTER 1984.	American built, Beaautiful!	\$26,000
27'	NEWPORTS	— Two to choose from	\$10,500
28'	NEWPORT, 1977.	Fresh paint & survey	\$21,950
29'	GULF 1985.	Two station steering	\$34,000
30'	CATALINA 1983,	wheel or tiller - your choice	\$34,000
32'	COLUMBIA 1975	... Owner Asking for Offers	
32'	WESTSAIL 1971.	Veteran cruiser, just load and go!	\$55,000
32'	WESTSAIL Custom Cutter		\$54,500
51.5	COLVIN CUSTOM 1986.	Steel	\$150,000.

### CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE

• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

**(707) 552-4206 FAX: (707) 552-4296**

Off 780 Between Vallejo and Benicia  
Take Glen Cove Exit and Follow Signs to Glen Cove Marina  
2024 Glen Cove Road, Vallejo, CA 94591



'76 DOWNEAST 38. CUTTER; COMPLETELY REFITTED. BRISTOL OWNER ANXIOUS. \$69,500.



'88 SEAQUEST 46. PERRY DESIGN. FACTORY DEMO. OFFERS.



'78 CAL 39. ROLLER FURLING JIB, DIESEL POWER/DIESEL HEATER, COLD PLATES. \$67,500.



'82 ISLANDER FREEPORT. CENTER COCKPIT. RARE. BRISTOL. \$69,500.

**SUPERIOR YACHT SALES**  
1070 MARINA VILLAGE PKWY, SUITE 104 • ALAMEDA, CA 94501 • (415) 865-4635

## BAY BRIDGE YACHTS

New Dealer for Marine Trader-Trawler Sailer-Island Trade

### SELECTED BROKERAGE

22'	MERIT	SL	1984	OB	\$	9,500
24'	YANKEE DOLPHIN	SL	1971	OB	\$	7,500
27'	ERICSON	SL	1976	OB	\$	18,500
29'	COLUMBIA	SL	1966	SG	\$	17,500
29'	CAL	SL	1976	SD	\$	29,500
30'	COLUMBIA	SL	1978	SD	\$	29,900
30'	ISLANDER	SL	1969	SG	\$	22,500
31'	RAWSON	SL	1967	SG	\$	29,900
32'	ERICSON	SL	1974	SG	\$	27,500
34'	HUNTER	SL	1988	SD	\$	55,900
36'	COLUMBIA	SL	1968	SD	\$	24,000
41'	CT KETCH		1973	SD	\$	59,500
45'	LANCER	P/S	1983	TD	\$	132,000

Power Boats 24-ft to 60-ft, 18K to 250K

Oyster Cove Marina (415) 692-4169

# EDGEWATER YACHT SALES

1306 BRIDGEWAY SAUSALITO, CA 94965 (415) 332-2060



## 76' SCHOONER

THIS SPACIOUS BALTIMORE GAFF SCHOONER DESIGNED BY R.D. CULLER & BUILT IN THE U.S. PACIFIC NORTHWEST IN '74. SHE'S A TRANSPAC VET W/2 PRIVATE DOUBLE CABINS + 5 COZY BUNKS, NEW SAILS, WELL EQUIPPED & READY TO GO ANYWHERE. ASKING \$175,000.



## 36' WARRAM CAT

1984. IDEAL CRUISER; 20HP AUX., LOADED W/QUALITY GEAR INCL AUTOPilot, HONDA GEN, SOLAR CHARGER, 10' SKIFF. HEAD & GALLEY. ASKING \$10,000.



## 28' COLUMBIA

IDEAL BAY OR COASTAL CRUISER. STANDARD EQUIPPED AND AND REAL CLEAN. TRY \$8,500.



## 39' FREYA

ANOTHER NEW LISTING! 1978 CUTTER RIG, BARENT AND LEWMAR WINCHES. OWNER IS IN THE PROCESS OF CUSTOM FINISHING THE INTERIOR. THIS POWERFUL OCEAN VESSEL OFFERED AT ONLY \$55,000.



## 40' MARINER

TWO AVAILABLE. BOTH ARE TRANSPACIFIC SWING KEEL, STURDY CRUISING SLOOP VETERANS AND LOADED WITH QUALITY GEAR. SLEEPS 5 W/HEAD & GALLEY. 9.9 O/B, BOW & STERN PULPITS, LIFELINES & TRAILER. PRICED FROM \$38,500.



## BALBOA 26

SLEEPS 5 W/HEAD & GALLEY. 9.9 O/B, BOW & STERN PULPITS, LIFELINES & TRAILER. READY FOR BAJA. ONLY \$6,750.



## 38' CATALINA

1983 DIESEL AUXILIARY, BEAUTIFUL TEAK INTERIOR, MANY EXTRAS INCLUDING HOOD FURLING & SPINNAKER. ASKING \$47,000.

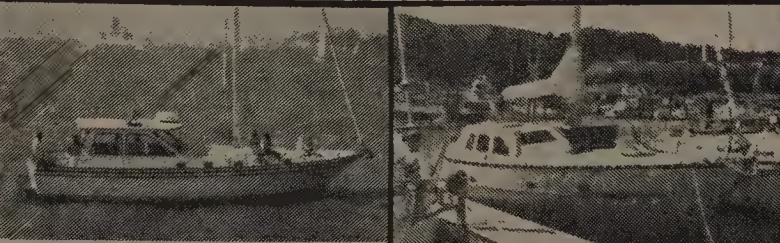
# REX YACHT SALES

308 Harbor Drive, Sausalito, CA 94965

**(415) 331-0533**

FAX (415) 331-1642

**CheoyLee®**  
Authorized Dealer



## 1980 45' LANCER MOTORSAILER

Twin Perkins 4-236 Diesels.

Pristine condition.

AT REX DOCKS

Call Al Levenson

\$109,900

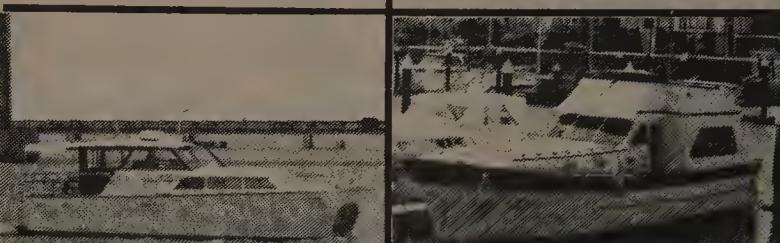
## 1982 42' COOPER P.H. MOTORSAILER

Two double berth staterooms plus a tub/shower.

AT REX DOCKS

Call Peter Sheppard

Asking \$119,000



## 1970 40' HUNTER SEDAN CRUISER

Twin Crusader 170 hp Diesels

AT REX DOCKS

Call Pete Fromhagen

\$59,500

## 1982 35' MODERN MARINE FLYBRIDGE SEDAN

Only 24 hours  
on Volvo Penta

Call Peter Sheppard

\$69,000



AT REX DOCKS





# Stockdale Marine

- Montgomery Sailboats & Dinghies • O'Day/Cal Sailboats • Mariner Outboards • Prindle Cats •
- Specializing in Trailerable Sailboats • Over 40 Boats on Display •
- 4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 • (916) 332-0775

## CATAMARANS

14' HOBIE TURBO'S, 2 frm	\$ 1,200
16' PRINDLE 4 frm	\$ 1,500
17' NACRA 5.2M	\$ 1,595
18' PRINDLE 2 frm	\$ 1,895

## DAYSAILERS

14' HOLDER MKII, 1988	\$ 2,975
14' LIDO	\$ 1,995
16' PERIGRIN, o/b	\$ 1,995
18' BUCCANEER	\$ 1,250

## POCKET CRUISERS

15' MONTGOMERY, 2 frm	\$ 4,450
17' MONTGOMERY, 2 frm	\$ 4,800
17' VAGABOND, 2 frm	\$ 3,995
21' SANTANA, 2 frm	\$ 3,495
22' BALBOA	\$ 6,295
22' CATALINA, 3 frm	\$10,000



## MAXI TRAILERABLES

24' NEPTUNE, 2 frm	\$10,000
25' CATALINA	\$13,500
26' AMERICAN	\$ 6,000
26' CHRYSLER	\$14,500
30' CLIPPER	\$17,500

## WEEKENDERS

### WITHOUT TRAILERS

23' SEA SPRITE	\$ 6,800
24' YANKEE DOLPHIN	\$ 8,900
25' TANZER	\$ 9,800
27' ERICSON	\$17,000
28' LANCER	\$14,900
30' HUNTER	\$29,500
30' RAWSON	\$29,500

## PERFORMANCE

20' SANTANA, 4 frm w/trlr	..\$ 4,000
21' VENTURE rc rdy w/trlr	..\$ 4,550
23' SANTANA, w/trlr	\$12,500
24' J/24, w/trlr	\$13,500
25' MERIT, w/trlr	\$15,900
26' RANGER	\$ 8,900
36' CA. KIWI, w/trlr	\$85,000



**C&C 33, "FINESSE"** Popular Canadian racer/cruiser, 1986 with full equipment list. Professionally maintained. Set for singlehanding. \$77,000/offers.

THIS AND MANY MORE LISTINGS

SAIL

AND MOTOR YACHTS

27' NEWPORT, sloop, 1977	16,500	35' ERICSON, 1977	43,000
28' LANCER, sloop, 1978	18,900	35' SANTANA, 1979	50,000
28' PEARSON, 1986	LEASE	36' CHEOY LEE, sloop, 1981	56,600
30' CATALINA, 1979	27,500	38' CATALINA, 1982	55,000
30' HUNTER, sloop, 1977	22,500	38' ERICSON, 1985	SHARE
30' PEARSON, sloop, 1984	59,000	39' LANDFALL, 1985	SHARE
33' PEARSON, sloop, 1977	50,000	45' LANCER MS, 1983	125,000
34' JEANNEAU, 1985	OFFERS	45' HARDIN, ketch, '82	118,000
		48' JEANNEAU, sloop, 1985	185,000
		50' CHEOY LEE MS	129,000
		64' RHODES Steel M/S, 1966	205,000
		69' GAFF RIG cutter, 1911	150,000



American  
International  
YACHTS INC

(415) 865-5353

1120 BALLENA BLVD., ALAMEDA, CA 94501 FAX# 4155230440

## STEEL for STRENGTH

**FOLKS 39 CUTTER** with extended PH, 34 hp Yanmar, aft double berth. Awlgrip paint, propane stove, refrigeration, windlass, 7 winches, raised dinette, 120 gal. water, sails, DS, KM, VHF ..... \$94,900.

**FOLKS 39 CUTTER** standard layout ..... \$79,900.  
*Send for list, other new & used steel yachts.*

**BELLHAVEN**

#9 Squalicum Mall, Bellingham, WA 98225

**MARINE INC.** (206) 733-6636 Fax (206) 647-9664

## KENT PARKER

Marine Surveyor

Purchase Surveys

Trip Survey

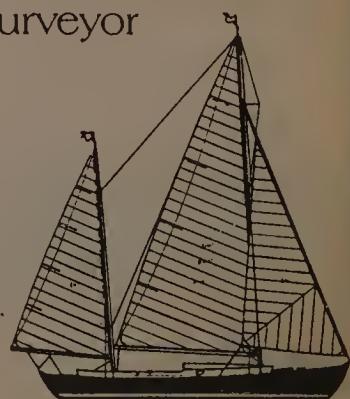
Appraisal of Damage

Casualty Reports

Mast Surveys

P.O. Box 2604 San Rafael, CA

(415) 457-5312



# KERMIT PARKER YACHT BROKERAGE

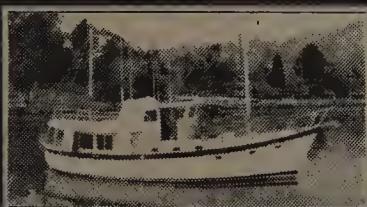


San Rafael Yacht Harbor 557 Francisco Boulevard  
San Rafael, California 94901  
**(415) 456-1860**

## SELECTED BROKERAGE

23' BEAR 23. HULL #3	..... 6,500
24' C&C	..... 9,990
25' CORONADO	..... 6,000
25' FRISCO FLYER	..... 8,200
25' CAL	..... 8,000
26' PEARSON	..... 8,000
26' S-2 w/trailer	..... 21,000
27' VEGA	..... 14,950
27' CATALINA 27	..... 10,950
27' CAL 27	..... 18,950
27' CHEOY LEE Offshore	..... 19,995
27' CORONADO	..... 9,500
28' NEWPORT	..... 10,000
28' STOUTFELLA	..... 3,900
32' MARINER	..... Offers
28' HERRESHOFF	.... 2 from 10,000
29' CASCADE	..... 14,000
29' COLUMBIA S&S design	..... 17,500
29' CAL 29	..... 26,000
30' WM GARDEN dbl endr	..... 22,000
30' ERICSON	..... 17,900
30' ERICSON	..... Offers
30' ALBERG/GULF ISLAND	... Offers
30' ISLANDER BAHAMA	..... 28,500
30' KNARR	..... 12,500
30' PACIFIC	..... 10,400
30' SPIDSGATTER	..... 35,000
32' CHEOY LEE M/S	..... 55,000
32' WESTSAIL	..... 56,000
35' BREWER	..... 55,000
35' JASON	..... 54,950
35' YAWL, "TERE"	..... 52,750
36' ISLANDER FREEPORT	... 89,500
36' LANCER	..... 49,000
37' GARDEN KETCH Teak	..... 67,500
38' DOWNEASTER	..... 59,950
39' FREYA	..... 2 from 59,000
40' CAULKINS	..... 65,000
41' NEWPORT	..... 59,950
42' WESTSAIL	..... 114,900
43' CHEOY LEE M/S	..... 148,000
44' RHODES SLOOP	..... 55,000
45' GARDEN PORPOISE	..... 80,000
45' LANCER P/S	..... 125,000
45' STEPHENS	..... 42,900
46' GARDEN KETCH	..... 89,500
55' SWEDE	..... 89,950
60' "JONATHAN SWIFT"	.... 120,000
62' CUTTER "CLOVER"	.... 150,000
72' STEEL KETCH	..... 195,000
POWER	
20' SKIPJACK	..... 9,000
21' BAYLINER	..... 9,950
24' BEACHCRAFT	..... 15,900
24' FIBERFORM	..... 4,500
26' SWEDISH CRUISER	.... 22,000
28' OWENS	..... 11,500
34' BAYLINER	..... 39,000
35' TRAWLER	..... 55,000
36' CHRIS CRAFT	..... 34,500
38' SPORTFISHER	..... 59,900
42' WELLCRAFT	..... 94,500
48' DUTCH BARGE	..... 64,900
57' CHRIS CRAFT	..... 169,000

Brokerage Slips Available



54' KROGEN TRAWLER. Top grade electronics. World cruise capabilities. Bristol condition. \$495,000



45' STEPHENS  
Classic lines.  
2nd place TransPak.  
\$42,900



37' FISHER MOTORSAILER  
Bristol - Must see.  
\$115,000



41' CT  
Full cruise equipment.  
Ready to go.  
\$84,900



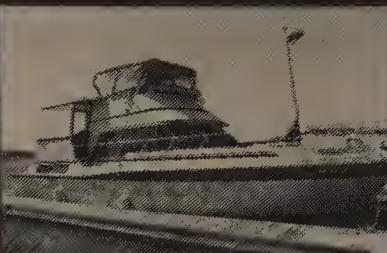
CAMPER NICHOLSON 40

Diesel, roller furling, full electronics, inside steering, refrigeration, heater, bristol condition. \$110,000

San Diego  
955 Harbor Isl Dr.  
Suite 150  
San Diego, CA  
92101  
(619) 543-1316  
Fax: 6192972440



San Francisco Bay  
3300 Powell St.  
Suite 8  
Emeryville, CA  
94608  
(415) 652-2109  
Fax: 4156581635



**48' CAMARGUE**, 1988. This boat is in perfect shape; she's loaded — with only 110 hours. Twin 3208 TA's, air, radar, auto, complete canvas.

**36' ISLANDER**, 1978. Immaculate ... this has to be one of the best 36's on the Bay; great liveaboard interior, anodized mast, lots of canvas, never raced, Perkins 4-108 and too many extras to list. Must see! \$57,500.

**COME SEE US IN  
OUR NEW OFFICES!**

## ★ Racer's November Specials ★

### SAIL

48' CHOATE, '83	.... 2 from	\$135,000
43' SERENDIPITY, '82	.....	\$ 99,000
42' BALISTIC, '85	.....	\$195,000
41' NELSON/MAREK, '82	.....	\$125,000
40' OLSON, '82, '84	.... 2 from	\$100,000
40' LIGHTWAVE 395, '87	.....	\$110,000
38' GARRITY CSTM PETERSON IT, '79	....	\$ 55,000
38' JEANNEAU, '77	.....	\$ 44,000
37' CHOATE, '78	.....	\$ 50,000
37' EXPRESS, '85	.....	\$115,000
37' RANGER, CRUIS EQUIPPED	...	\$ 41,000
37' RON HOLLAND RACER/CRUISER	.....	\$ 55,000
37' CSTM ULD, BILL LEE, '73	....	\$ 39,500
36' ISLANDER, '78	.....	\$ 57,500
35' C&C, '78	.....	\$ 45,000
35' SANTANA	.....	\$ 49,500
34' C&C, '78	.....	\$ 45,000
34' PETERSON, '79	.....	\$ 50,000
33' SOVEREL, '85, '86	.... 2 from	\$ 55,000
30' OLSON, '81	.... 2 from	\$ 19,500
30' J/BOAT, '79	.....	\$ 34,000
30' WILDERNESS, '81	.....	\$ 22,000
29' OLSON, '86	.....	\$ 29,900
25' OLSON, '86	.....	\$ 18,800

### POWER

60' HATTERAS, '81, DCMY	.....	\$695,000
53' ALASKAN, '77 - Gorgeous Wood	.....	\$220,000
50' OCEAN ALEXANDER, '87	.....	\$265,000
50' HATTERAS, '80, Conv	.....	\$500,000
49' ALASKAN - Beautiful	.....	\$175,000
48' CAMARGUE, '88, loaded	.....	Call
43' HATTERAS, '80, DCMY	.....	\$199,950
42' KROGEN SILHOUTTE, '87	.....	\$185,000
39' SEA RAY, '87 express pft	.....	Call
36' SEA RAY EXPRESS, top	.....	\$99,000
36' SEA RAY top, loaded	.....	\$90,000
35' COOPER, '88	.....	Call

### CRUISER'S SPECIALS

83' FORMOSA, '85, ketch	.....	\$439,000
55' BIEDEBACH PH, '77	.....	\$ 94,500
52' CHEOY LEE, '81, twin engine	.....	\$340,000
50' GULFSTAR	.... 2 from	\$147,000
48' CAL '70	.....	\$ 78,000
47' PERKY, '47, loaded	.....	\$125,000
47' McINTOSH, '88	.....	\$345,000
47' VAGABOND, '74	.....	\$109,000

This is just a few of our many listings — Call us to discuss your needs.

## ★ BROKERAGE SPECIALS ★

### SAIL

32' VANCOUVER P.H., '86	.....	75,000
37' ELITE Reduced by \$20K	.... Only \$	65,000
37' RANGER	.... Only \$	44,000

### POWER

35' COOPER, '88	.....	Call
57' MOTOR YACHT, '82	.....	Call
48' CAMARGUE, '88 Yachtfish	.....	\$285,000

GREAT DEALS ON TRAILERABLE LISTINGS — CALL FOR DETAILS

DEALERS FOR KELLY/PETERSON, FRERS, ENDEAVOUR AND HALLBERG RASSY.

**NEW**

## Small Boat Center

Attention Small Boat Enthusiasts:

Having trouble buying, selling, finding small boats? Brokers not interested or don't have the facilities to show your boat?

Ballena Bay Yacht Brokers has the space for your boat at our new Small Boat Center brokerage docks. 20 slips currently available on a first come basis. \$150 per month, 24-30 ft., with the fourth month FREE. We advertise and we get results. Call for details - We'd like to get busy selling your boat today.

CURRENT SMALL BOAT LISTINGS

Sz	Description	Yr	Price	Location	Pwr
23'	San Clemente		4,900	Ballena Bay	OB
25'	Samauri	'72	9,700	Ballena Bay	OB
25'	O'Day	'80	10,900	Ballena Bay	
25'	Olsan	'85	19,500	Ballena Bay	OB
26'	Columbia	'65	7,000	Ballena Bay	OB
26'	Ranger	'72	12,200	Ballena Bay	OB
27'	Catalina	'77	14,900	Ballena Bay	IB
28'	Lancer	'78	12,800	Ballena Bay	IB
29'	Ericson	'72	28,950	Ballena Bay	IB

# BALLENA BAY YACHT BROKERS

(415) 865-8601

NOVEMBER'S FEATURED LISTING

## TARTEN 33R



The Tarten 33R is an excellent example of beneficial design evolution. Starting with the success of the Tarten Ten and modernizing the underbody, improving the masthead rig and adding comfortable interior accommodations, provides a terrific all around boat with a good twist of speed for the racer. This boat has been maintained in excellent shape and shows the renowned Tarten craftsmanship and quality. The layout includes larger shower, sit down chart table, and large

aft double berth. There's lots of equipment, and all in all, this boat is everything you might want in 33 feet. An outstanding value at \$54,900

SELECTED BROKERAGE

Sz	Description	Yr	Price	Location	Pwr
30'	Baba	83	55,000	Ballena Bay	Dsl
30'	Fisher	78	52,500	Sausalito	Dsl
32'	Ericson	72	32,000	Ballena Bay	IB
33'	Tartan 33R	82	54,900	Ballena Bay	Dsl
38'	Catalina	82	59,000	Ballena Bay	Dsl
38'	Hans Christian	77	77,900	Ballena Bay	Dsl
38'	Ingrid	78	75,000	Sausalito	Dsl
39'	Fairweather	87	129,000	Brisbane	Dsl
47'	Passport Ctr	85	220,000	S.F.	Dsl
50'	Chevy Lee	69	129,000	Ballena Bay	Dsl

BALLENA ISLE MARINA • 1150 BALLENA BOULEVARD • ALAMEDA

## SEND YOUR YACHT TO STANFORD

The Stanford University Sailing Program is seeking motor yachts and sailing vessels for its instructional, recreational and competitive programs.

The DONATION of your boat is TAX DEDUCTIBLE. While most boats can be used by our sailors, others will be sold to help finance these educational offerings.

All donations will be handled in a timely and effective fashion. You will be surprised how attractive donating your boat to Stanford can be.

*For More Information Please Contact:*

**Joe Petrucci, (415) 723-7970**

Marine Development Office

375 Santa Teresa, Standford University  
Stanford, California 94305



1070 Marina Village  
Parkway, Suite 100  
Alameda, CA 94501

FEATURING:  
THE BEST MAINTAINED  
USED CRUISING BOATS

# BILL GORMAN YACHTS

(415) 865-6151

FAX (415) 865-1220

Sales: Jack Meagher  
Adam Sadeq



### 1978 ERICSON 35'

Gorgeous! Pristine! Immaculate! And those were just our initial thoughts! Upon closer examination, we found that it got even better. This is one of those quality used boats that we are very proud to represent. Come see for yourself. Diesel/wheel. Asking \$43,000.



### 1979 SCYLLA (SWIFT) 36' KETCH

An aft cabin cruiser built to Lloyd's specifications. Includes autopilot, Loran, rifer, propane, plus more. Ideal as a liveaboard and coastal cruiser. Asking \$68,000.



### 1976 CHALLENGER 32' SLOOP

Seldom has a sailboat served as well over the years as both a liveaboard and cruiser as has the Challenger 32. Offering plenty of storage and creature comforts, this one is no exception! Well equipped and affordable at \$32,500.



### 1978 FINNSAILER 38' M.S.

Built to exacting standards in Finland, this motor-sailer is perfect for the biting cold of San Francisco Bay. Powered by a 75 hp Perkins, she also carries radar, autopilot and Loran. Asking \$69,250.



### 1976 CAVALIER 39'

Built as only the Kiwi's can. This is a sailors cruiser equipped with SSB, autopilot, windvane, dinghy, plus much more. Seller is anxious. Now \$65,000.



### 1977 GULFSTAR 37'

Modern and graceful, with a touch of tradition, yet not at the expense of functional practicality. She is well maintained and equipped for liveboard or cruising. Asking \$77,000.



### 1982 PEARSON FLYER

This is not your father's Pearson 30! Hidden under this innocent looking deck is quickness and speed for those club races and simple comfort for those family outings. Call us and find out why the asking price is only . . . \$22,000.

THE FIRST STEP TOWARD  
GETTING A "SOLD" SIGN  
ON YOUR BOAT BEGINS  
WHEN YOU CALL US!

WHY WAIT ANY  
LONGER???



### 1978 MORGAN 38'

A proven cruiser with a lasting reputation for quality construction. This one has new sails with roller furling, new instruments with Loran. New rifer. Before you buy any cruising boat this size, see this one. Asking \$71,500.

#### BAY & COASTAL CRUISER

• 36' HUNTER 2 frm	44,750
• 34' ERICSON (T)	37,500
32' MARINER	35,000
• 32' ELITE	49,000
• 30' PEARSON FLYER	22,000
30' RANGER	29,900
30' ISLANDER BAHAMA	29,900
• 30' HUNTER	22,900
• 30' CAPE DORY KTCH	20,000
29' ERICSON	27,500
• 29' CAL	21,950
• 28' ISLANDER	22,950
• 28' COLUMBIA 8.3	23,500
• 27' CS	23,500

#### BAY & COASTAL CRUISERS, Cont'd

• 27' CONTEST	24,950
LIVEABOARD/CRUISERS	
• 47' PERRY, 2 frm	\$129,500
• 46' SEA STAR 46/PH	135,000
• 45' HUNTER	139,500
45' JEANNEAU	175,000
• 44' NORSEMAN 447	225,000
• 43' YOUNG SUN	109,500
41' C&C	67,500
40' CHALLENGER	69,000
• 38' ERICSON, 2 frm	79,000
• 38' MORGAN	71,500
• 37' RAFIKI	59,000

#### LIVEABOARD/CRUISERS, Cont'd

• 37' HUNTER	46,900
• 37' O'DAY	52,500
• 36' COLUMBIA	39,500
• 36' ISLANDER, 2 frm	33,950
• 35' C&C	82,950
• 35' NIGARA MKI	75,900
• 32' ISLANDER	30,000
• 31' CAPE DORY	59,500
28' BRISTOL CHANNEL CTTR	52,000
POWER BOATS	
57' CHRIS CRAFT	\$169,000
56' PILOT HOUSE SEDAN	129,000
49' ALBIN	165,000

#### POWER BOATS, Cont'd

48' PACEMAKER	110,000
• 44' GULFSTAR	168,000
• 43' HATTERAS	179,950
• 42' TROJAN	69,500
41' PT	94,500
38' BAYLINER	95,000
36' SEA RAY	109,000
35' CHB	59,990
35' CHRIS CRAFT	81,500
34' HUNTER SEDAN	19,500
32' EAGLE PH	63,500
32' BAYLINER	40,995
31' CHRIS CRAFT	49,000
27' BOSTON WHALER	60,750

• AT OUR DOCKS



**44 CSY CC CUTTER**  
World cruiser. Doc. for U.S. charter.  
Two to choose from.



**34 HANS CHRISTIAN CUTTER**  
Beautifully maintained and ready to cruise  
or liveaboard in comfort.

# GOLDEN STATE INTERNATIONAL YACHT & BOAT SALES

15 Embarcadero, Oakland, CA 94606

**(415) 533-2283**

**Fax: 415-532-1713**    *Hours: Mon-Sat. 9am-6pm; Sunday 11am-5pm*

We Sell Boats Fast! Send Us Your Listings.  
Limited **FREE** Space Available.



**47' CHEOY LEE OFFSHORE KETCH**  
A true bluewater cruiser. Hawaii/Mex. vet  
ready to cruise.



**45' HARDIN KETCH**  
This proven bluewater cruiser is equipped  
to take you anywhere you dream to go.

## CRUISERS/LIVEABOARD/CHARTER

78' STEEL KETCH	Beyond your wildest dreams . . .	\$750,000
72' STEEL KETCH	U.S. doc. for charter . . .	\$170,000
60' HERRESHOFF	Ketch. Proven New Zealand cruise	\$200,000
50' CHEOY LEE KETCH	Beauty beyond words . . .	\$129,000
47' CHEOY LEE OFFSHORE	Ketch. Cruising comfort	\$103,000
47' PASSPORT CC CUTTER	Pristine condition . . .	\$250,000
46' CAL CC SLOOP	Motivated seller . . . Offers	
45' HARDIN CC KETCH	Extensive equipment . . .	\$106,000
44' BRIGANTINE TOPSAIL	Doc. U.S. charter or B&B . . .	\$80,000
44' PETERSON CC CUTTER	Bristine-Ready to cruise	\$120,000

## BAY SAILORS

28' COLUMBIA	Fixer upper . . .	\$ 18,000
28' COLUMBIA	Clean boat . . .	\$ 20,000
28' PEARSON	Very anxious seller . . .	\$ 12,000
27' GULF	New everything . . . <b>SOLD</b>	\$ 17,000
26' CHEOY LEE FRISCO FLYER	. . . Offers	
24' SAN JUAN	A little honey . . .	\$ 5,000
24' BRISTOL SLOOP	. . .	\$ 15,000
23' RANGER	Exceptional - Clean . . .	\$ 8,000
22' AQUARIUS	Estate sale . . . Offers	
22' COLUMBIA	Trailer too . . .	\$ 3,000

**Buyers Attention:** We offer the best in advertising and display for the seller. We offer competitive pricing and low interest financing for the buyer through local financing. This complete program has helped us become the Bay Area's leading seller of brokerage boats. Before you sell your boat or purchase your next, see us, and join the exclusive club of satisfied sailors. 17 did it in October!

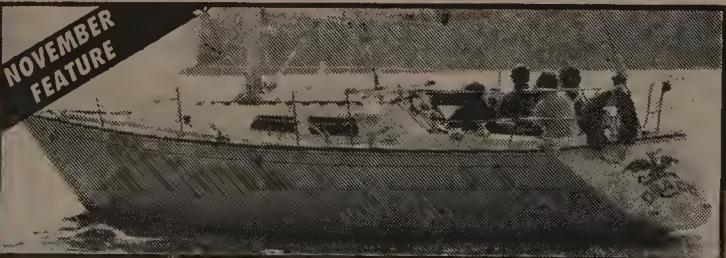
## FISHER-FISHER-FISHER

46' PH KT	Equip to the max incl wx . . .	\$220,000
37' PH KT	Rare aft cabin model . . .	\$150,000
37' PH KT	Well equipped & ready to cruise . . .	\$ 80,000
37' PH KT	Extensive vet ready to go . . .	\$ 80,000
37' PH KT	Loaded w/electronics & inv . . .	\$120,000
30' PH KT	Great liveaboard-singlehand . . .	\$ 48,000

## RACE BOATS

82' FRERS MAXI	World class . . .	\$1,200,000
65' MacGREGOR	Proven race boat . . . <b>SOLD</b>	\$ 70,000
50' SANTA CRUZ	Race vet-Pac/Mex . . .	\$ 90,000
33' TARTAN 10	Bristol-Ready to race . . .	\$ 23,000
33' CAL SLOOP	A true proven competitor . . .	\$ 33,000
32' PEARSON 323	Ready to cruise . . .	\$57,500
27' CATALINA	Recent survey . . .	\$ 17,500

## QUALITY BROKERAGE



**Sabre 36** — At press time this is the only used Sabre 36 available in the United States. Her quality and bristol appearance is bar none — the best. For more information, give us a call. **Asking \$108,900.**

Selected Listings		
72' Steel, '85 . . .	\$195,000	32' Aries, '84 . . . 54,000
60' Classic, '11 . . .	95,000	36' Sabre . . . 108,900
52' Columbia, '72 . . .	125,000	36' Union, '80 . . . 78,900
47' Gdn Vogobond, '73 . . .	99,950	36' Pearson, '77 . . . 49,500
45' Porpoise, '70 . . .	84,950	36' Islander, '81 . . . <b>SOLD</b>
45' Lancer, '83 . . .	112,000	49,500
45' Columbia, '75 . . .	95,000	36' Islander, '76 . . . <b>SOLD</b>
41' Newport, '73 . . .	64,950	36' Ericson, '76 . . . <b>SOLD</b>
40' Olson, '83 . . .	129,500	50,000
40' Moriner, '70 . . .	68,000	30' Lancer, '78 . . . 19,900
40' Bristol, '69 . . .	55,000	30' Capri . . . 19,900
38' Farr, '83 . . .	75,950	30' Columbia, '63 . . . Offers

*Many Listings Under 30'*

**CHARLES THOMSON YACHTS**

ALAMEDA MARINA

(415) 865-3662

WILLOW BERM MARINA  
(916) 777-6334

**Lampe & Martin  
Yachts, Ltd.**



## AMPHITRITE 43

Henri Wauquiez design cruising ketch;  
owner interested in trade down to a smaller vessel. **Offers.**

## Selected Brokerage

'78 Sun 27'	..... New North sails . . .	\$ 21,000
'76 Ericson 29'	..... Wheel steering . . .	\$ 18,000
'72 Morgan 30'	..... Mark II . . .	\$ 24,000
'82 Dufour 31'	..... 3800 . . .	\$ 45,000
'80 C&C 32'	.....	\$ 44,000
'61 Lapworth 32'	.....	\$ 29,000
'82 Newport 33'	..... Low Useage . . . . . Offers/	\$ 39,000
'77 Tayana 37'	.....	OFFERS
'79 O'Day 37'	..... Center cockpit . . .	\$ 56,000
'84 Hunter 37'	.....	\$ 69,000
'84 Catalina 38'	.....	\$ 59,500
'79 Swift 40'	..... Sparkman & Stephens . . .	\$105,000
'77 Islander 41'	.....	\$ 92,500
'81 Herreshoff 60'	..... Ketch . . .	\$189,500
'88 CT 56'	..... Ketch, Perry . . .	\$525,000

3300 POWELL ST., SUITE 7, EMERYVILLE, CA 94608

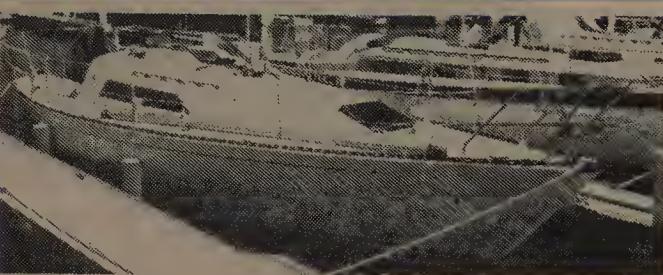
# MILANO YACHTS

DISTINCTIVE NEW &  
PRE-OWNED CRUISING YACHTS

## YOUR CRUISING HEADQUARTERS Cruising Consultants for Coastal and Offshore Vessels

### COASTAL CRUISERS

* 26' Contessa .....	22,500	* 31' Cheoy Lee O/S .....	25,000
* 29' Ranger .....	24,950	* 32' Elite .....	49,500
* 29' Cal.....	16,500	* 35' Bristol 2 Fr .....	59,000
29' Cal 2-29 .....	22,500	* 35' Coronado .....	39,000
* 30' Cal 2-30 .....	22,000	* 35' Vindo .....	49,500
* 30' Carter .....	32,000	* 36' Islander.....	57,500
* 32' Ericson 2 Frm.....	22,500	* 36' Islander C/C.....	75,000



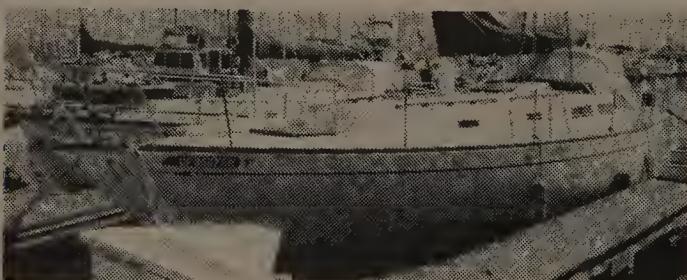
C & C 33

Cruising comfort takes the fast lane. Space and speed the perfect combination. Typical C & C quality combined with graceful lines. A real special boat.

\$58,000

### OFFSHORE CRUISERS

* 27' Orion .....	49,500	* 39' Cal 2 From .....	49,500
30' Fisher .....	43,000	* 40' Valiant .....	110,000
* 30' C/L Bermuda Kt....	18,500	* 41' Cheoy Lee .....	70,000
32' Rival .....	53,000	* 41' Islander Free .....	94,500
* 33' Steel Cutter.....	64,000	* 44' Lafitte.....	140,000
34' Peterson.....	39,500	* 45' Columbia 45 .....	89,500
35' Garden Ketch .....	29,500	* 46' Morgan Ketch ....	OFFERS
35' Rasmus .....	47,500	* 47' Perry Cntr Ckpt....	130,000
35' Niagara .....	79,500	* 49' Transpac MK II.....	189,000
37' Ranger .....	40,000	* 62' Stl Hartog Kt .....	195,000



### CLASSIC CRUISERS

* 30' Atkins Ctr .....	35,000	* 53' Edson Schock.....	165,000
		* 60' Pilot Ctr.....	95,000

### C & C

* 24' C & C 3 From.....	10,500	* 30' C & C .....	34,900
* 25' C & C 25.....	12,500	* 33' C & C .....	64,500
* 27' C & C 27.....	Best offer	* 40' C & C .....	99,500

PRICE REDUCTION 1979 CAL 39 PRICE REDUCTION  
Queen of the Cal fleet this vessel is a perfect example of performance and comfort. New sails in 87, Perkins diesel good electronics, full spinnaker gear with chute, and all safety gear.

\$69,500

### PERFORMANCE CRUISERS

* 25' Kirby .....	9,500	* 35' Custom Alum. .....	59,000
* 30' Wilderness .....	22,500	* 36' Pearson .....	44,500
* 30' P/J 1/2 Ton .....	28,950	* 36' Peterson .....	62,500
31' Peterson 1/2T.....	33,500	* 38' Soderberg.....	55,000
* 33' Peterson .....	37,950		
* 34' Dash 34.....	38,500		



33' Steel Cutter "Gypsy Rover Design"

Designed by Merritt Walter she is the ideal small cruiser. She has been cruised extensively and equipped to be easily handled by two. Many anchors, life raft, vane, diesel, etc.

\$64,000

### SAN FRANCISCO BAY CRUISERS

* 23' Ericson .....	6,500	* 27' Lancer Pwr Sail .....	27,000
* 23' Ranger .....	9,500	* 27' Ericson.....	21,000
* 24' Bristol.....	10,000	* 27' Catalina .....	26,500
* 25' Cal.....	6,500	* 27' Catalina O/B .....	10,000
* 25' Yamaha .....	16,500	* 27' Sun 27 .....	17,000
* 25' U.S. 25 2 Frm .....	8,800	* 27' U.S. 27.....	18,000
* 25' Cape Dory .....	12,500	* 28' Cal 2 Fm .....	12,500
25' Catalina .....	14,900	* 29' Ericson.....	25,700
		* 30' Tartan .....	24,000



CONTESSA 26

Full keel, high aspect ratio masthead rig and fine entry provide excellent windward performance. Coastal or offshore she is a fine sailor. With many Atlantic crossings, this design is the ideal pocket cruiser

\$22,500

\* Star indicates vessel at our docks

Quality Listings for boats 35' and up are needed  
to satisfy our customers for cruising boats



FORTMAN MARINA • (415) 523-7474  
1535 BUENA VISTA AVE. • ALAMEDA

# MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



LOWRIE  
YACHT HARBOR  
40 Pt. San Pedro Road  
San Rafael, CA 94901  
Phone: (415) 454-7595  
FAX: 415-454-2561

**SOLD**  
*Thank You, Latitude 38!*

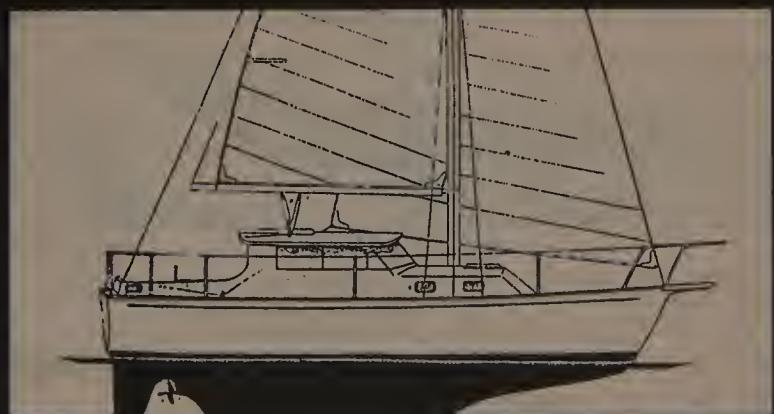
## OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. Asking \$120,000 - \$105,000.



## 34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.



## 31' BOMBAY

1979 PILOTHOUSE SLOOP. Diesel powered, sleeps four with inside outside steering for those who like to stay dry. Asking \$35,000.



## 1986 PT 42 SEDAN

With only 350 hours on twin 225 hp Ford Lehman diesels this highly customized yacht is complete from radar to air conditioning. Owners queen forward guest double to port. Asking \$195,000.



## PT 52

Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. \$299,500.

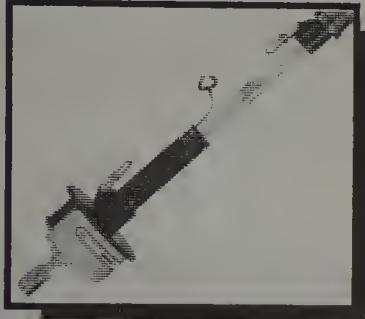


## 52' DEFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. Asking \$225,000.

# RELAX — LARSEN IS MAKING SAILING EASIER!

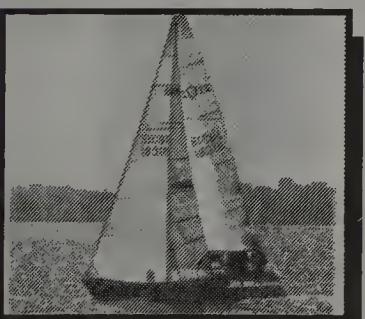
**HOW IS ALL THIS INNOVATION IN SAILING GOING TO HELP YOU?** We've heard a lot about hundreds of innovations in sailing in the last few years — winged keels, unstayed spars, riblets and tiplets, computer aided design (CAD) — to name just a few. What can you and your sailmaker (read "Larsen") do with all this to make your sailing easier and more fun? Some suggestions.



**HARKEN ROLLER FURLING** — A roller furling system makes sailing easy — a durable, easy to use system from America's premier manufacturer. Larsen will make it even easier by building you a new sail or converting your current sail and installing the whole system at your slip.



**DUTCHMAN-SAIL HANDLING SYSTEM** — The finest stowing system for any mainsail. Again Larsen makes it easy by converting your current mainsail or building a new one. We'll pick up and install it at your slip.



**CAD/CAM — COMPUTER AIDED DESIGN/COMPUTER AIDED MANUFACTURING** — New shapes for your sails off of Larsen's computer design programs, translated to exact shapes by Larsen's plotter, the first one of its kind with a West Coast Sailmaker.

**WHAT ELSE?** Full batten mains make sailing quieter, lengthens the life of the sail, makes it easier to furl and improves the shape. New fabrics for more efficient, more durable sails.

*Give us a call — We'll tell you how we can help you do it easily and affordably.*

Dealers For:

**DUTCHMAN™ HARKEN** ■ **HEAD FOIL** ■ **MUSTO**

The best protection  
in the world

# Larsen Sails inc.

*Designed For Speed — Engineered For Durability*

Santa Cruz

1041A 17th Avenue

(408) 476-3009

FAX 408-479-4275

Pt. Richmond

Sanford-Wood

(415) 237-3301

Monterey

Jim Womble

(408) 372-8666

Stockton/Delta

Pat Brown

(209) 838-3285

Santa Barbara

Breakwater

(805) 962-5155



# A CLEAN SWEEP AT THE '89 ADMIRAL'S CUP...

**HARKEN EQUIPMENT DOMINATES THE ADMIRAL'S CUP WITH THE TOP FOUR BOATS USING HARKEN/BARBAROSSA LIGHTWEIGHT RACING WINCHES AND HARKEN DECK HARDWARE.**



Jamarella, the winning boat on the winning British team was 100% Harken-equipped with winches and deck hardware...teammate Juno had Harken winches and hardware as well...The top four boats in the fleet of 42—Jamarella (United Kingdom), Will (Japan),



Librah (New Zealand), and Stockbroker's Container (Denmark)—all had Harken winches and hardware and...33 of the 42 boats had Harken hardware.

Harken's new lightweight Torlon® bearing racing winches have revolutionized this product line, one that has been without advancement for 20 years since the advent of the self-tailing mechanism.



Products like high tech racing winches provide the kind of challenge on which our team thrives. We are right at home improving mechanical efficiency and reducing weight through the use of innovative engineering and new materials.

Harken hardware on the Admiral's Cup boats included ball bearing traveler cars and genoa lead cars, custom titanium blocks and fittings, rudder bearings, steering systems, Torlon ball and roller bearing foot blocks and hundreds of ball bearing cam cleats and control blocks.

We are proud to have been included on these winning boats. Their invaluable input and confidence in Harken products made the sweep sweet. Congratulations to all!

Torlon® is a registered trademark of Amoco Chemical Corporation.

# HARKEN

1251 East Wisconsin Avenue, Pewaukee, Wisconsin 53072  
Telephone: (414) 691-3320